

# THE ILLUSTRATED LONDON NEWS

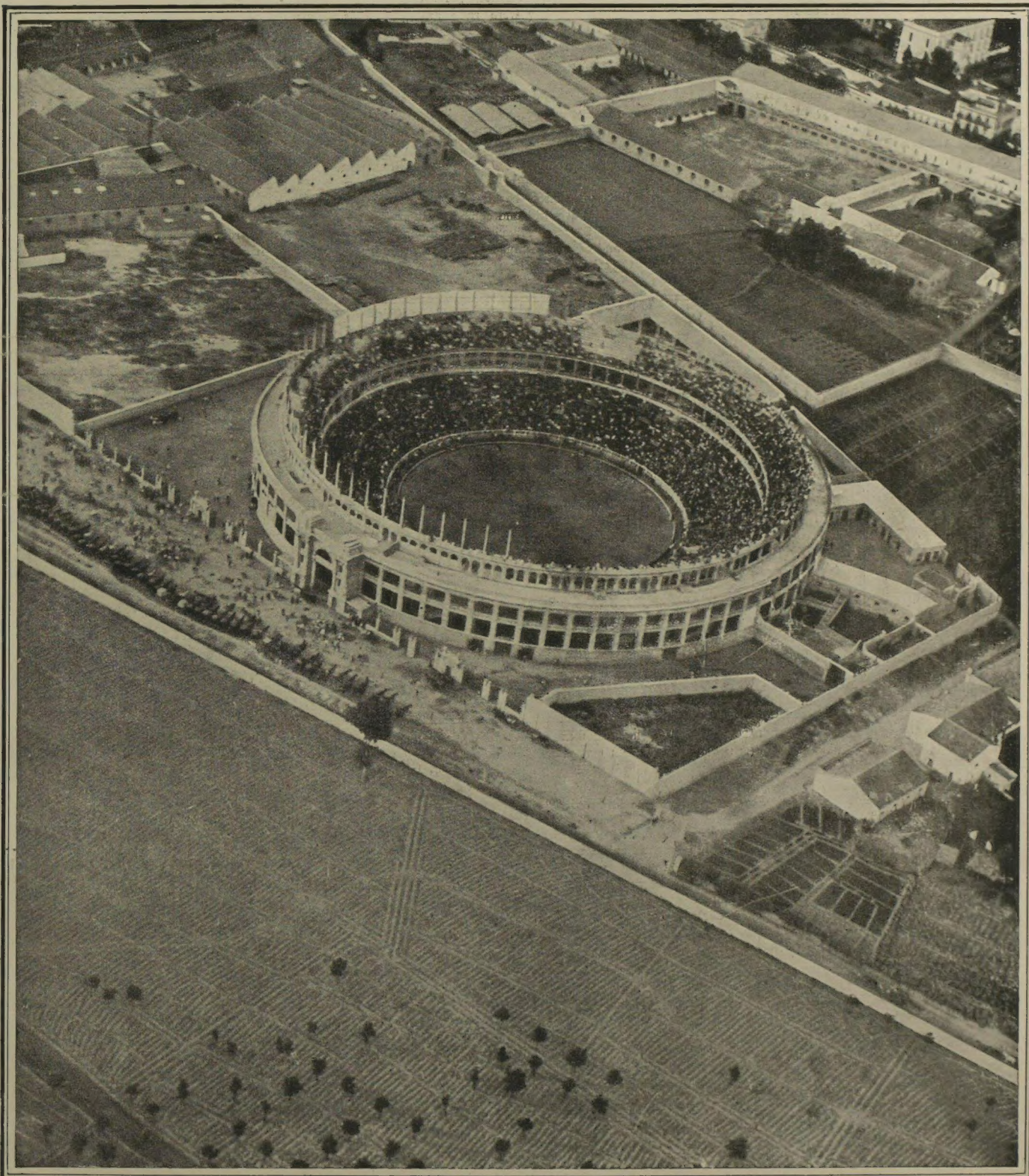
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SATURDAY, NOVEMBER 8, 1919.

ONE SHILLING.

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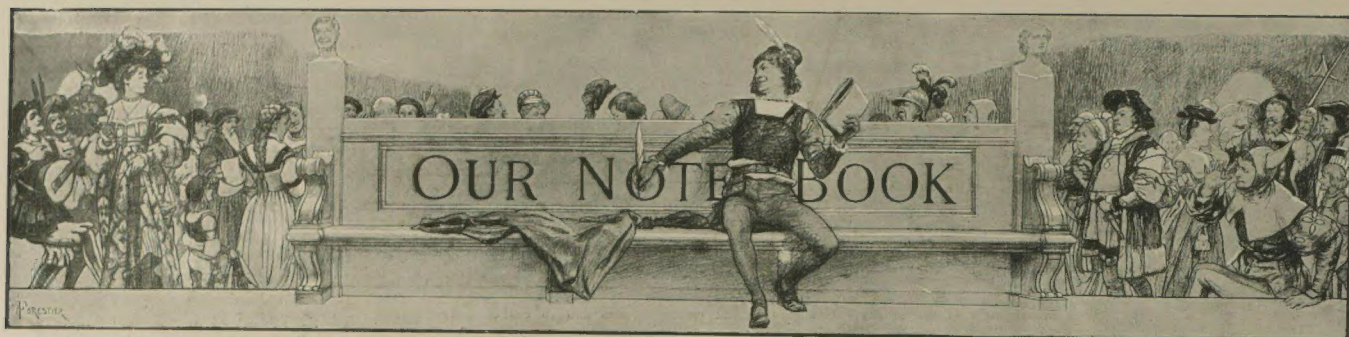


A SPANISH BULL-FIGHT AS SEEN BY AN AVIATOR: THE BULL RING AT SEVILLE PHOTOGRAPHED FROM AN AEROPLANE.

Interest in things Spanish has been quickened by the visit of the King and Queen of Spain to this country, and the occasion is appropriate, therefore, to illustrate the national sport of Spain from a new point of view. The above photograph may well be the first ever taken of a bull-fight from the air; at any rate, it doubtless will be a novelty to

most of our readers. We are enabled to reproduce it by courtesy of our Madrid contemporary, "Blanco y Negro." It was taken from a machine of the Aviation Transport Internationale, Ltd., which inaugurated an aerial postal service in Spain, and shows the bull-ring at Seville crowded with spectators during a bull-fight.





By G. K. CHESTERTON.

SOMETHING that can only be called an extraordinary explosion occurred in the *Daily News* the other day. It was a protest against the increasing enlightenment of the new historical students, who are giving a more human version of the Middle Ages. It was called "The Good Old Days," and began with a denunciation of the Dean of St. Paul's, Dr. Inge, who had said that mediæval people were probably more happy or cheerful than we are. Some might say that it would not be hard to be more cheerful than Dr. Inge. But since I think Dr. Inge wrong on all sorts of things, from the New Theology to the old Oriental view of labour, I am naturally amused when he is especially vilified for one thing in which he is right. The writer of the article proceeds to give his impressions of the Middle Ages, which are rather like Catherine Morland's impressions of "The Mysteries of Udolpho," full of groans and chains and darkness. He says that the labourers were serfs; and invokes Stevenson to prove that mediæval men were full of "a snivelling fear of death." Finally he makes the curious concession that a solitary mediæval man may have been happy: "Chaucer's Miller may have been happy; but then Chaucer's Miller was drunk."

This is surely the most unfortunate example the critic could take for his own case. Does he happen to have read any Chaucer? Does he

seriously maintain that everybody in Chaucer was utterly miserable except the Miller? Were the Knight, the Parson, and the Prioress, to say nothing of the Friar and the Wife of Bath, all utterly miserable, or even exceptionally miserable? Or were the Knight, the Parson, and the Prioress all drunk? Are the Cook and the Sea captain in Chaucer more sinister and sombre than the Cook and the Sea-captain in Stevenson? I am glad to say that I have given much time to glorifying Stevenson, as I have given not a little to polemicising against Dr. Inge. It feels as unfamiliar to me to be opposing the former as to be supporting the latter. But as a plain point of historical fact, it seems to me quite clear that, if Stevenson really spoke thus as a general criticism of the Middle Ages, Stevenson was entirely wrong. To suggest that mediæval men were weakened by a fear of death (in any unmanly sense) is not only inconsistent with the facts about them, but is inconsistent with all the other accusations against them. The critic who condemns our unfortunate fathers speaks in this very passage about fighting and slaying; he generally expands it into a vision of universal

war; he insists that these people bled for barren vows of superstition and fought each other for fantastic points of etiquette; he derides their sports because they were rude and dangerous, and their religion because it was militant and full of martyrs; he complains alike of the frivolous mortality of the tournament and the fanatical mortality of the crusade; and then he rounds it all off in one curve of sublime consistency by saying that these men were weaklings who feared death.

The truth is that the cheerfulness of Stevenson was much more creditable than the cheerfulness of Chaucer; precisely because Chaucer did live in a more cheerful world, and come of a more cheerful tradition. Stevenson lived in a much more morbid world, and came of a much more morbid tradition. Has the critic, who talks of the gloom of the Middle

sarcasm, "The Good Old Times," and seems to suppose we admire everything from Vortigern to the Valois. The views of Stevenson, however, are a more interesting matter; and I think it obvious that they were, on this point, as individual as a nightmare. It was Stevenson's notion of mediævalism that was an illusion. It was a very artistic illusion; because he was a great artist. But he read his own imaginative Puritanism into it, because this was the only theological enthusiasm he had ever seen. He lit up the great Gothic buildings with a sort of infernal light from below, so that the shadows were fanciful but falsified. He shed a Calvinist moonshine upon Catholic ruins.

For the rest is a mere matter of history; and nobody has any business to prevent history being properly written. It is just as much a mere

falsehood to describe a mediæval town, and say that the labourers were serfs, as to say that the heralds were priests, or that the monks were knights, or that the long-bows were fire-arms. It is simply not the fact; it misses out the whole story of the charters, of the guilds, of the growth of the walled towns; of half the most formidable facts of the Middle Ages. There were serfs in the Middle Ages; but the serfdom was merely the remains of the servile state of pagan antiquity. The peculiar achievement of

mediævalism was not serfdom, but the dissolution of serfdom. But the co-operative craftsmen were not serfs in any sense or by any argument. They were trades unionists whose trades unions were richer, more responsible, more recognised by the State, and more respected as contributors to culture, than are our own trades unions to-day. They demanded good pay from the purchaser, as ours do; they also demanded good work from the craftsman, which ours cannot do.

This healthier view of the age of the guilds is not romantic; it is realistic. It is the gloomy view of it that it is romantic. A world containing nothing but witch-burning and wicked barons would be a bad place to live in; but nobody ever lived in it. A world of guilds and gradually emancipated peasantries was far from being a perfect place to live in; it had real faults which can fairly be discussed along with its real merits. But it was a real world; and it will need more than a belated shriek from the Good Old Times of Queen Victoria to prevent the rising generation from finding it really interesting.



THE LABOUR TROUBLES IN THE UNITED STATES: U.S. LABOUR'S CENTRAL EXECUTIVE CHIEFS.

In the front row (from left to right) are: Mr. Daniel J. Tobin, Treasurer; Mr. Samuel Gompers, President; Mr. Frank Morrison, Secretary; and Mr. Matthew Wall, Vice-President. At the back are: Messrs. T. A. Rickert, Frank Duffy, James Duncan, and J. H. Valentine, all Vice-Presidents. Photograph by C.N.

Ages, seriously considered what was substituted for it by Stevenson's own immediate forefathers? Are we to dance with delight at the emancipation which substituted for the sad figure of the Prioress the cheery figure of Thrawn Janet? Were the Merry Men of Gordon Darnaway much merrier than the Merry Men of Robin Hood? It was a great glory to Stevenson that he was not crushed by the Calvinistic creed of his forebears, or by the even emptier fatalistic creedlessness of his contemporaries. But anyone with a sense of such things will feel that in Stevenson sanity was a struggle; while in Chaucer sanity was a state. The healthiness of Stevenson really was peculiar to Stevenson: being partly a splendid reaction of moral healthiness against physical unhealthiness. The healthiness of Chaucer was the healthiness of the age of Chaucer; or still more of the childhood of Chaucer. For the Middle Ages, like anything else, had their better and worse time; and things were not so well when the deeds of St. Louis were being written as when they were being done. Our severe critic, however, is not troubled by any such fine distinctions; he calls them, with sweeping



# *"Ravished Armenia" on the Films: "Auction of Souls"—An Indictment of Turkish Cruelty.*



ARMENIAN GIRLS BEING CARRIED AWAY ON HORSEBACK INTO CAPTIVITY: A SCENE FROM "AUCTION OF SOULS."



A MODERN SLAVE-MARKET IN "AUCTION OF SOULS": CAPTURED ARMENIAN GIRLS ON SALE.



A VICTIM OF THE PASSION OF TURKISH SOLDIERLY: AN ARMENIAN GIRL. "Auction of Souls" is an American film production founded on the book, "Ravished Armenia," by H. G. Gates, and on the experiences of an Armenian girl, Aurora Mardiganian, who escaped from the Turks and found refuge in the United States. She takes the principal part in the film, which is designed to bring home to the American and British public the sufferings of the Armenians under Turkish oppression. The scenes are



AT A RECEPTION GIVEN BY A TURK: ARMENIAN GIRL CAPTIVES.

supported throughout by quotations from the official report of the Bryce Commission on Armenia. Lord Bryce, who, with Lord Gladstone, attended a private exhibition of the film at the Queen's Hall recently, said that all the statements in the Report were true, and, if anything, fell short of the facts. Miss Mardiganian is to visit this country to speak on her experiences.

PHOTOGRAPHS BY PERMISSION OF THE GENERAL FILM RENTING CO., LTD., AUTHORISED DISTRIBUTING AGENTS FOR "AUCTION OF SOULS" THROUGHOUT THE UNITED KINGDOM.

## *Seeing California from a "Flat-Car": The Belgian Royal Visitors in the U.S.A.*



IN THEIR "ROUGHING IT" CLOTHES: (FROM LEFT TO RIGHT) QUEEN ELIZABETH, KING ALBERT, AND PRINCE LEOPOLD IN CALIFORNIA.

During their visit to the United States the King and Queen of the Belgians, with their elder son, Prince Leopold, Duke of Brabant, travelled through the beautiful scenery of California on an observation car, or "flat-car," attached to the rear of their train.

King Albert, it is pointed out, is wearing his cap with a real American tilt. The royal visitors arrived at Washington on October 28, and left on their homeward journey to Belgium at midnight on the 30th.

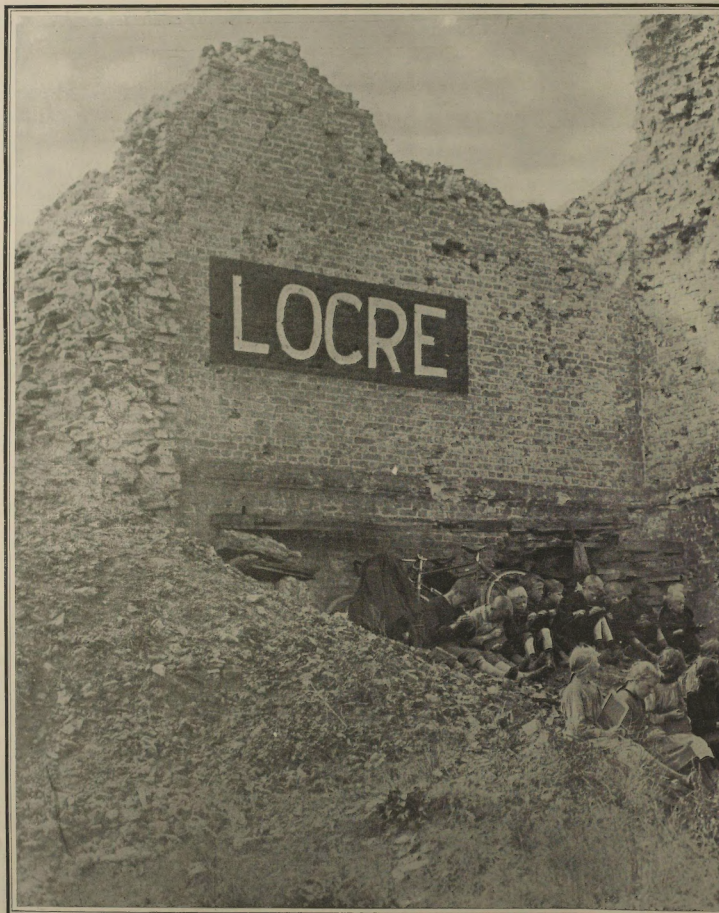
PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.



# SCHOOL AMONG THE WRECKAGE OF WAR: EDUCATION UNDER DIFFICULTIES IN DEVASTATED BELGIUM.

PHOTOGRAPH BY

ILLUSTRATIONS BUREAU.



HOLDING A CLASS AMID THE RUINS OF THEIR CONVENT: NUNS

The difficulties of education in the devastated parts of the old Western Front are well shown in this photograph. Locre,

CARRYING ON THEIR TEACHING WORK IN THE OPEN AIR AT LOCRE.

near Kemmel Hill, in Western Flanders, lies about six miles south-west of Ypres, and three miles north of Bailliez.



# IN THE PUBLIC EYE: NOTABLE PERSONALITIES OF THE WEEK.

PHOTOGRAPHS BY HAINES, RUSSELL, SWAIN, VANDYK, ELLIOTT AND FRY, MILES AND KAYE, AND EDOUARD KUTTER, LUXEMBOURG.



**A POPULAR POETESS: THE LATE ELLA WHEELER WILCOX.**  
Mrs. Ella Wheeler Wilcox died at her home, Shortbeach, near Newhaven, Connecticut, on October 30.



**A NEW PEER: ADMIRAL OF THE FLEET SIR ROSSLYN WEMYSS.**  
Sir Rosslyn Wemyss, who recently relinquished the post of First Sea Lord, is to be made a Baron.



**A NEW AIR COMMAND: AIR VICE-MARSHAL A. V. VVYVAN.**  
Air Vice-Marshal Vyvyan, C.B., D.S.O., has been appointed the first Air Officer Commanding the Coastal Area.



**RECENTLY APPOINTED COAL CONTROLLER: MR. A. R. DUNCAN.**  
Mr. A. R. Duncan, of Glasgow, has been Secretary of the Shipbuilding Employers' Federation.



**BRITISH HIGH COMMISSIONER FOR SOUTH RUSSIA: MR. H. J. MACKINDER, M.P.**  
Mr. Mackinder has undertaken a temporary mission to South Russia.



**THE NEW MASTER OF THE ROLLS: LORD STERNDALE (FORMERLY KNOWN AS LORD JUSTICE PICKFORD).**  
Lord Sterndale was born in 1849. He became a Judge of the High Court, King's Bench Division, in 1907, and in 1914 was made a Lord Justice of Appeal.



**A NEW CHANCERY JUDGE: THE HON. FRANK RUSSELL, K.C.**  
Mr. Frank Russell, the new Chancery Judge, is the fourth son of the late Lord Russell of Killowen, Lord Chief Justice.



**THE NEW LORD MAYOR: ALDERMAN SIR EDWARD E. COOPER.**  
Sir Edward Cooper, who is an Underwriter at Lloyd's, was Sheriff in 1913.



**THE NEW LADY MAYORESS: LADY COOPER, O.B.E.**  
Lady Cooper (formerly Miss Leonora Crampton) was made an O.B.E. for Red Cross work.



**ONE OF THE NEW CITY SHERIFFS: MR. CHARLES EVES.**  
Of four candidates for the City Shrievalty, Mr. Eves came second with 646 votes.



**A REIGNING BRIDE: THE GRAND DUCHESS OF LUXEMBOURG.**  
The Grand Duchess Charlotte's marriage to Prince Felix of Bourbon Parma was arranged for November 6.



**A ROYAL BRIDEGROOM: PRINCE FELIX OF BOURBON PARMA.**  
Prince Felix's marriage to the Grand Duchess Charlotte of Luxembourg was arranged for November 6.



**ONE OF THE NEW CITY SHERIFFS: MR. CURTIS GEORGE ASHDOWN.**  
Mr. Ashdown headed the poll at the election of the City Sheriffs, with 1327 votes.

The marriage of Prince Felix of Bourbon Parma and the Grand Duchess Charlotte of Luxembourg was arranged to take place in the cathedral at Luxembourg on November 6. It may be recalled that the Grand Duchess, who succeeded to the throne of Luxembourg on the abdication of her sister, the Grand Duchess Marie Adelaide, in November 1918, obtained a large majority in the recent plebiscite as against the introduction of another dynasty or a republic. Under the ex-Grand Duchess the personnel of the Court was largely German. Prince Felix of Bourbon Parma, who is descended from Louis XIV., is a brother of the ex-Empress of Austria. He served in the Belgian Army during the

war, and went to Morocco, with his brother, Prince Sixte, to join the Belgian Congo troops there. Prince Felix lately visited President Poincaré in Paris, and was invited to bring the Grand Duchess later on. President Poincaré also promised to visit them in Luxembourg.—Mrs. Ella Wheeler Wilcox, the popular American poetess, was born on the prairie, at Johnstown Centre, Wisconsin, in 1855, and claimed descent from Princess Pocahontas. She began writing early, and published much verse under her maiden name of Ella Wheeler. In 1884 she married Mr. Robert M. Wilcox, who died in 1916. She often visited England, and did much work here during the war.



## ILL-EQUIPPED, BUT RESOLUTE: TYPES OF KOLTCHAK'S RAGGED ARMY.

PHOTOGRAPH BY M. LUDOVIC GRONDIJS.



THE GREAT DIFFICULTY OF THE RUSSIAN ARMIES FIGHTING THE BOLSHEVISTS: "MISERABLE EQUIPMENT"—  
A TYPICAL GROUP OF ADMIRAL KOLTCHAK'S SOLDIERS.

The above photograph illustrates one of the chief difficulties with which the leaders of the Russian anti-Bolshevist forces—especially Admiral Koltchak—have to contend; that is, lack of equipment. Another difficulty is that of communication, which is exemplified by the fact that this photograph, despatched from Ekaterinburg on July 9, reached our contemporary "L'Illustration," in Paris, at the end of October. It shows a group of Russian soldiers of one of the better fighting units of Admiral Koltchak's army. The correspondent who sent it writes: "Picture several hundred young men of good appearance

and even of very resolute air, but whose miserable equipment makes them look rather like a band of brigands than a regiment of the line. They are clad in tunics, jackets, coats, or shirts, all in tatters, while their breeches, some tight, some loose, show bare flesh through numerous holes torn in them. On their heads they wear a varied assortment of caps—grey, brown, black, green, made of stuff or fur, of all sizes and shapes. Their boots—black, yellow, or bright red—are in a deplorable state. Ten per cent. of the men go barefoot. Yet this company has fought in this wretched condition for a year."



## UNKNOWN AND KNOWN: ROME FROM A DIRIGIBLE.



CALLED BY RODIN "THAT MOUNTAIN OF MARBLE": THE UNFINISHED VICTOR EMMANUEL MEMORIAL.



THE FIRST GENERAL PHOTOGRAPHIC "PLAN" OF "UNKNOWN": PAPAL TERRITORY: THE VATICAN, ITS GARDENS, AND THE DOME OF ST. PETER'S.

The great Memorial to King Victor Emmanuel II., which was begun in 1885, and is still unfinished, is on the northern slope of the Capitol, at the end of the Corso. On the left of the aerial photograph which shows the monument are Trajan's Column and Trajan's Forum. In the background, to the left of the Memorial, is the Forum Romanum. In the right bottom corner are a tower and other parts of the Venetian Palace used as the Austrian Embassy before the war. The second photograph shows the

Dome of St. Peter's in the foreground. Behind this, as one looks at the photograph, are the gardens of the Vatican. The Vatican buildings themselves occupy much of the right-hand side of the photograph; with the Raphael Loggia on the right and (slightly nearer the foreground, opposite the further end of the row of statues of Christ and the Apostles), the Pope's apartments. This is the first photograph showing the general plan of the Vatican and its surroundings, and much interested the Pope.



# THE WORLD OF FLIGHT

## ON GRATITUDE AND COMPETITION.

By C. G. GREY,

Editor of "The Aeroplane."

GRATITUDE has been defined as a lively sense of favours to come, and so it seems probable that it is because there do not appear to be any favours to come afterwards in the shape of orders for aeroplanes that the British Aircraft Industry is not as grateful as it might be for the £64,000 which is to be awarded to

their time producing freak machines for competitions. For, no matter how skilfully composed the rules for a competition may be, and no matter how wily the composers may be, the mere fact that there are certain rules and regulations to be fulfilled is a direct incentive to build freaks which will fulfil those regulations at the expense of some other quality which is desirable in a practical machine.

We used to see this in the early days of motor-racing, when, no matter how careful the organisers of the races were to compose rules which would improve the breed of ordinary touring-cars, the actual cars in the races were always freaks in some way or other. One does not suggest for a moment that motor-racing has not improved touring-cars. It has certainly done so, for we have learned things from these freak cars about the quality of steels, about lubrication, about radiators, about carburettors, and numerous other things, which have been very useful in touring-cars. In fact, much of the knowledge gained in freak racing engines has been even more useful in improving aero-engines, in which high power for weight—otherwise, high efficiency—is more important, especially in war

time, than durability. Moreover, there is always a market for freak racing cars, for such cars are few in number, and are greatly in demand at high prices among a certain class of more, or less well-to-do young sportsmen known colloquially as "the Knuts." But it does not seem in the least likely that there will be any demand whatever for freak aeroplanes which have been built solely to get round competition regulations; and so, as the Royal Air Force does not apparently intend to buy even the winning machines, there seems to be a precious poor prospect for those who build freak machines for the competition. And those who do not build freak machines are not particularly likely to win it.

On the whole, therefore, it is not very surprising that the British Aircraft Industry lacks enthusiasm for the Air Ministry's well-meant effort to prove that competition is good for trade. The view of the industry appears to be that, though competition between firm and firm for the favour of prospective customers may be wholly excellent—in that it sharpens the wits of salesmen and designers alike—there is nothing to be got out of an acrobatic competition between freak machines. For that is what the competition amounts to at the finish. The Air Ministry's ostensible aim is to improve the safety and efficiency of aeroplanes—in other words, to make flying at the same time safer and less expensive. With this excellent object in view, and bearing in mind that most accidents to aeroplanes happen through trying to get out of or into too small an alighting ground, the regulations in each class specify that competing machines must get

into and out of a circular space of given diameter (according to the class of machine), and surrounded by a tape fifty feet above the ground. The idea is that any machine which can fulfil these conditions will be reasonably safe in trying to get into a moderate-sized field surrounded by high trees, and that if it is properly efficient it will be safe in getting out again.

This is very pretty in theory. And the idea of elevating a tape to a height of fifty feet to indicate the imaginary tree-tops is also very pretty, for—also in theory—if a machine cannot clear the tape it will simply fly through it and nobody will be a ha'porth the worse, except the R.A.F. airmen, who will, apparently, have the pleasure of climbing up a fifty-foot ladder and fixing a new piece of tape for the next competitor. On paper it is all as simple as fixing the cross-bar of a high-jump at a sports meeting, or as is a certain way of furnishing one's home, according to the advertisements. But the Aircraft Industry does not seem to agree with the Air Ministry or within itself on this matter. Some very experienced members of the industry are strongly of the opinion that this "In and Out" event in the competition will result in a number of crashed machines, and probably in the loss of a good many lives. And, setting aside the loss of life—which will be the very worst possible advertisement of the "safety and efficiency" of flying, the prize-money which it is possible to win could not possibly compensate a competitor for the crashing of one of his machines, even if he won with another.

The fact that the tape may be broken with impunity is no guarantee of safety. The danger comes in from the effort to get over the tape on the way out, and from the effort to land as soon as possible after crossing the tape on the way in. In the first case, a pilot who sees that his machine (which will probably be at its maximum safe climbing angle at the time) is just going to foul the tape) will almost certainly make an effort to clear

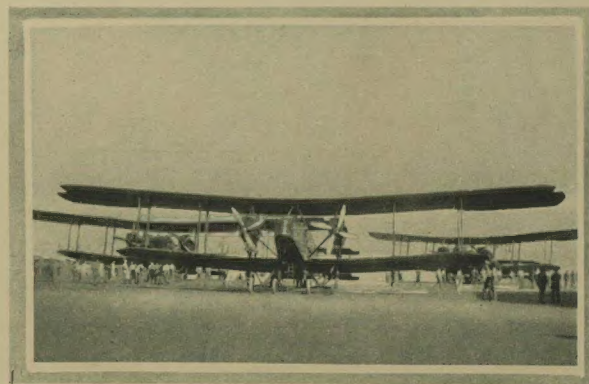


ONE OF THE FIFTEEN MACHINES "WRITTEN OFF": A HANDLEY-PAGE CRASHED AT CHALONS "EN ROUTE" TO EGYPT.

In his statement on the accidents to aeroplanes sent to Egypt in response to an urgent call, General Seely said on Oct. 28: "At the present moment, 51 Handley Page machines have left for Egypt. Of these 26 have arrived, 10 are on later stages of the route, and 15 have been written off. One machine crashed badly and 4 lives were lost. Three other bad accidents occurred, involving 4 fatal and 4 non-fatal injuries."

it as prizes in the Government aeroplane competition which is to be held early next year. At first sight, it would seem that such a sum is fairly handsome; and so it would be if it were divided into first, second, and third prizes in one competition—say, in the ratio of £40,000 for the first, £15,000 for the second, and £9,000 for the third prize. But it is, in fact, to be divided up so as to provide all the prizes for three distinct competitions—one for big machines, one for small machines, and one for amphibians. The result will probably be that the winners—at any rate in the competitions for the big machines and amphibians—will actually spend more money in building and testing their machines, and in running expenses during the competition, than they will get in prize-money. And when they have won they will still have the trouble and expense of selling the winning machines.

How much worse, then, will be the position of the firms which do not win, but have all the same trouble and expense without either the prize-money or the advertisement to be got out of having won a Government competition, and of having the consequent seal of official approval on their products? Those who fail to win will, in fact, be in a much worse position than



SOME OF THE MACHINES SENT OUT TO EGYPT: THE ARRIVAL OF HANDLEY-PAGES AT HELIOPOLIS.

it, and to do so will pull the nose of his machine up past the safety point, and so will stall the machine and finish in a nose-dive. In the second case, a pilot who has cleared the tape successfully will slow his machine down to its minimum gliding speed, and then, in an effort to get down without running outside the prescribed circle, will pull back his elevator so as to make the machine sink instead of gliding forward, and so will stall and nose-dive as in the first case, though from a lower level. And in the end the "In and Out" test will be fulfilled, not by the best machines, nor by the steadiest and safest pilots (who are the people really wanted for civil aviation), but by acrobatic pilots on freak machines. Which is not at all what the competition is intended to produce.

Many people in the Aircraft Industry feel that the Air Ministry is trying to advertise itself at the expense of the industry. They say that in the effort to win the £64,000, the aeroplane firms alone will probably spend something like £200,000—a figure based on forty machines at £5,000 apiece—if the industry is induced to compete on a big scale. On top of that, the aeroplane firms will probably be induced to spend another £100,000 or so, in the way of lending special competition engines to the aeroplane firms. The net result will be that the Air Ministry will get for itself, at a cost of £64,000, the advertisement resulting from a total expenditure of some £300,000 by an impoverished industry. And the industry thinks that very much better value could be got for the said £300,000 by spending it on straight propagandist work with ordinary commercial aeroplanes. Consequently, it rather resents the Air Ministry's attempt at "snowball" advertising.

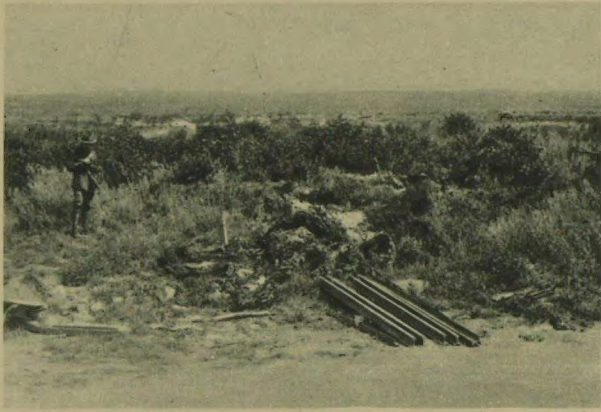


THE HANDLEY-PAGE FLIGHTS TO EGYPT: CAMPING OUT UNDER AN AEROPLANE AT VALONA, ALBANIA.

if they had not competed at all; for, having competed and lost, even if awarded second or third place, they will be publicly stamped for ever as not being in the first class; whereas if they do not compete they will, at any rate, be free to go about their business in their ordinary way, and tell possible buyers—chiefly foreign Governments—that they were much too busy designing and experimenting with useful aeroplanes to waste



# OVERSEAS WAR MEMORIALS: MONUMENTS ON THE WESTERN FRONT.



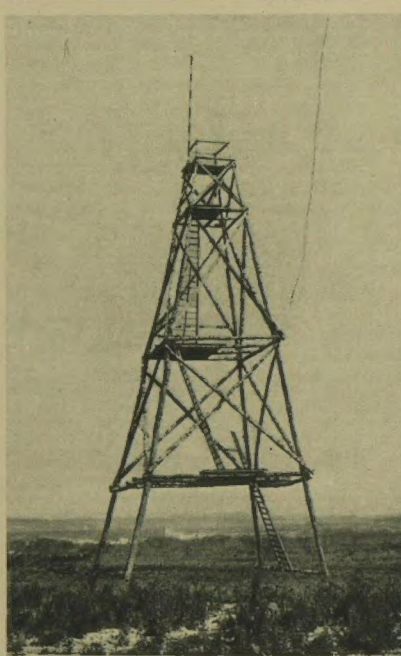
WHERE A MEMORIAL IS TO BE ERECTED TO FALLEN NEW ZEALANDERS:  
A SITE CHOSEN AT GRAVENSTAFAL.



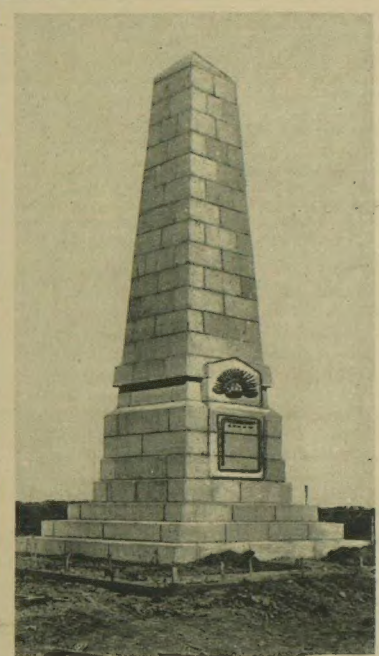
AT MESSINES: A SITE FOR ANOTHER MEMORIAL TO NEW ZEALANDERS FALLEN  
ON THE WESTERN FRONT.



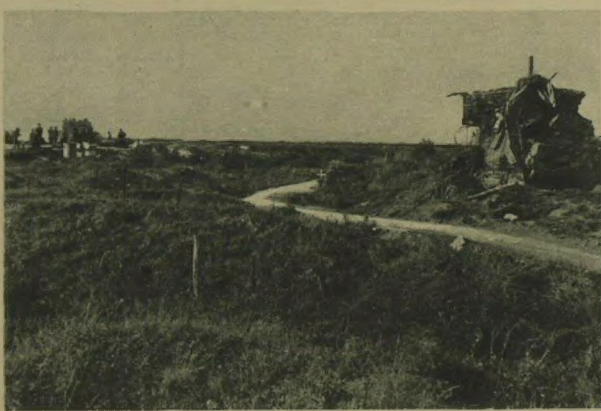
ONE OF THE UNIFORM AUSTRALIAN OBELISKS:  
THE COMPLETED MEMORIAL AT POZIÈRES RIDGE.



NEAR VILLERS BRETONNEUX: SCAFFOLDING FOR  
AN AUSTRALIAN MEMORIAL.



ON THE HINDENBURG LINE: THE AUSTRALIAN  
4TH DIVISION MEMORIAL AT BELLENGLISE.



SHOWING THE FAMOUS "GIBRALTAR" PILL-BOX: THE AUSTRALIAN 1ST DIVISION  
MEMORIAL AT POZIÈRES UNDER CONSTRUCTION.



ON THE BUTTE OF POLYGON WOOD, ZONNEBEKE, BELGIUM: THE AUSTRALIAN  
5TH DIVISION WAR MEMORIAL.

War memorials to Overseas men, including Australians, New Zealanders, and Canadians, will recall their heroic exploits in the war at various places on the Western Front in France and Belgium. Some Australian memorials have already been erected, as a tribute to the 50,000 gallant dead of the five Divisions. The following sites were selected by the Australian Government Committee: Pozzières, Mt. St. Quentin, Mericourt, Bellenglise, and Zonnebeke. The design for the Division memorials is a uniform one—an obelisk of stone 40 ft. in height—except in the case of the 2nd Division, which takes the form of a

bronze allegorical grouping—an Australian soldier bayonetting a German eagle—and panels. To each obelisk is affixed a 'huge replica of the Australian Rising Sun badge, and beneath, a bronze plate which reads as follows: "To the Officers, Non-Commissioned Officers and Men of the —th Australian Division who fought in France and Belgium 1916-1917-1918." The Australian Government is also purchasing ten acres of ground on the commanding height midway between the villages of Villers-Bretonneux and Corbie. This will be the site of an elaborate national memorial.



# CURRENT NEWS BY CAMERA: INCIDENTS AT HOME AND ABROAD.

PHOTOGRAPHS BY L.N.A.; FARRINGTON PHOTO CO.; F. J. MORTIMER, F.R.P.S.; SPORT AND GENERAL; AND BRITISH ILLUSTRATIONS.



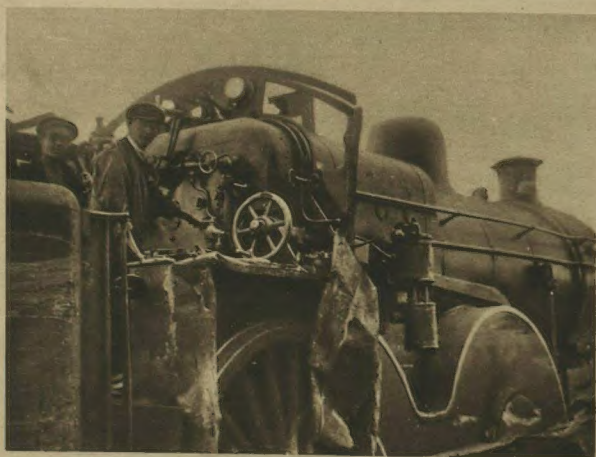
THE LONDON SCOTTISH REUNION: A GREAT GATHERING OF 1500 GUESTS AT OLYMPIA.



"HAIG OF OURS" AT THE LONDON SCOTTISH REUNION: EARL HAIG (SECOND FROM RIGHT) AT THE DINNER.



A PEACEFUL SCENE IN A TOWN WHICH SUFFERED MUCH BY THE WAR: A WEDDING PROCESSION AT ALBERT.



A COLLISION CAUSED BY FIRE BEING BLOWN ON TO THE FOOT-PLATE: ONE OF THE ENGINES IN THE SELBY RAILWAY ACCIDENT.



THE NEW "LINK-BOYS" FOR LONDON FOGS: A UNIFORMED MAN WITH HIS LAMP, GUIDING A LINE OF 'BUSES.

Earl Haig, as Honorary Colonel of the London Scottish, attended a reunion of the regiment on October 29, when 1500 sat down to dinner in the Annexe at Olympia. Lieut.-Col. B. C. Green, commanding the regiment (seen on the right in our right-hand photograph), presided. Second from the left is Col. G. A. Malcolm, D.S.O., who took the 1st Battalion to France in 1914. Earl Haig responded briefly to the toast of his health. The musical programme included a song entitled "Haig of Ours," composed by Sergt. de Hamel.—A railway collision, in which six soldiers were injured, took place at Selby, Yorkshire, shortly

before midnight on October 30, between a Great Northern express from London to York, and a Great Eastern express from Yarmouth to York. Just as the driver of the Great Northern train was preparing to stop, as the signals were at danger, fire was blown from the fire-box on to the foot-plate, making it impossible for the driver and fireman to remain at their posts. Consequently, the train overran the signals. The engine of the Yarmouth train struck the coaches of the other and tore away the corridor passages of four carriages.—A service of lamp-bearers now guides London 'buses during fog.



## BRITISH MINE-SWEEPERS ON THE DANUBE: WORKING UNDER WATER.

DRAWN BY H. W. KOEKKOEK, FROM A SKETCH BY AN EYE-WITNESS.



CUTTING THE MOORING-ROPE OF A MINE UNDER WATER: "A DIFFICULT OPERATION, REQUIRING A STRONG MAN WITH STRONG LUNGS."

After the fall of the Bela Kun Government in Budapest, it was possible to resume normal traffic on the Danube. First, however, it was necessary to clear the mine-fields laid by the Bolsheviks between Budapest and Baja. This operation was carried out by a British mine-sweeping party, during August and September. The mines, which were of a special river type, had been set to float only just under water, and great care was required in their recovery. The illustration shows an incident when a mine has been picked up in

the sweep-wire, and has been hauled into sufficiently shallow water to come to the surface. A sailor, under water, is seen cutting the mooring-rope of the mine with a pair of wire-cutting shears, a difficult operation, requiring a strong arm and strong lungs—particularly so, as the current in that part of the river is rapid. The banks of the river are steep too, and it was usually impossible to haul the mines ashore, owing to the risk of detonating them against under-water rocks and boulders fringing the bank.—[Copyrighted.]



## BOOKS OF THE DAY

By E. B. OSBORN.

THE memory of Dorothy Townshend, sister of Sir Robert Wales, was cherished in Norfolk for many a long year after her death, because of her wit and wisdom and sweetness of character and love of human nature for its own sake. According to a delightful legend, this long-lost Dorothy's portrait steps down out of her frame at Rainham on certain nights, being too fair and kind to affright any living soul, and brings good luck to everybody she meets on her spectral rounds. Her name and nature descended to a later child of her famous family, and out of "THE LIFE AND LETTERS OF LADY DOROTHY NEVILL" (Methuen; 18s. net) descends, as from a framed, full-length portrait, that most lovable personage of the further and nearer past whose personality even Mr. Frederic Harrison cannot define, though he was fully conscious of its elusive fascination. "It was an elusive personality," wrote another close friend after her death, "dependent on a *cachet* of its own that belonged more to a former generation than to our own. The whimsicality of the ideas which seemed so entirely a part of the ever-enduring youthfulness and daintiness of the individual sometimes distracted the mind from the goodness of heart, the true kindness that went along with a wonderful shrewdness of judgment." But, looking back to the well-remembered day when I met her as an Oxford undergraduate, a gay careless youth with a knack of making little verse-bonbons for women friends such as one I found the other day among some yellow old papers, beginning:

Delia, shepherdess of men,  
Wielding still the subtle crook  
Of a last long lingering look,  
Myself have long been in thy pen,

it seems to me that goodness was the characteristic one was first conscious of. Her goodness was as a floral perfume—it came in wayward gusts, along with her winged words, like the scent of night-flowering stocks. Only in the case of one other personage—Bishop King of Lincoln—have I so keenly felt the *aura* of the goodness which springs naturally from the heart. He was a saint who would not wear a halo, and she an angel up to harmless mischief. The charm of either's conversation was written in snow; scandal-mongering was unthinkable in either case; both were as charitable in the larger sense as any human being could be, and with both courtesy—an old-world courtesy with her, an other-world courtesy with him—was ever the better part of charity. It was a lasting-ripe privilege ever to have met and talked with either of them. Both liked to talk with a boy and hear him talk—they were incapable of talking at anybody.

This biography is written by her son, Mr. Ralph Nevill, whose work has the fragrance of a book with rose-leaves between every two pages. A Tory of Tories, by birth and predilection, she was yet able to understand the tides of modern democracy and not to be afraid of it all. Such was her genius for discovering the lovable trait in every character—it is always there if you take pains to find it—that she made dear friends of men and women who were working to destroy the last vestiges of the order to which she belonged. She loathed Socialism, yet could love a Socialist. She must have seen George IV.; she nearly saw George V.; and through the long procession of wonder-years that lay between she was always at home in the inner circle of celebrities, always a social influence of the first magnitude. Here is one of her personal impressions of a statesman long ago dead and gone, whose works and days are built into the very fabric of our commonwealth:

Lord John Russell's appearance was a sort of barometer of his spirits. When things were going well in the House he would mount the yellowest of waistcoats and glossiest of coats; when, however, the outlook was gloomy, he would appear night after night in the shabbiest clothes, until something occurred to cheer him up, when he would suddenly

leave off buttoning up his coat and wear clean waistcoats. A flower—a yellow one generally, but not a camellia—was another safe sign that Lord John was in a good humour.

This is but one example of a hundred memories which humanise the makers of history and enable us to live up to Branetière's definition of the historian's task as "the art of living in ages gone by." Lady Dorothy had seen and known everybody in her long reign. Here are two cases in point. At a breakfast given by Samuel Rogers she met Count D'Orsay and heard Tom Moore sing "When First I Saw Thee" (and who doubts that he sang it to her as well as for her?). Mr. Joseph

days when a visit to the theatre was "not a casual distraction but a serious adventure." Since it is so, and her gracious ghost, (no longer a little old lady, but young and white with a dark bob of hair, curiously modern, as in the drawing of herself and her sister Rachel!) so obsesses me to-night, I will take from a number of biographies and autobiographies the one which would most have ministered to her whimsical love of what the French call *types* (in a sense exactly that of our similar word)—all such she loved except the frivolous females she called "giggle-trots," which is a definitive word worth remembering. The book in question is "TWENTY YEARS OF SPOOF AND BLUFF" (Herbert Jenkins; 12s. 6d. net), by Carlton, the cleverest of conjurers or adepts in white-washed magic, who tells us his quaint life in a volume interspersed with "wheezes" and "gags" pertaining to a profession which is a mystery to the public. It is long since I read a book which was packed so full of quotable anecdotes. Perhaps the drollest passage is that in which he describes his famous fight with Apollo, the "Ideal Athlete," at the National Sporting Club. The fight was not nearly as funny as the gallery thought. Apollo hit very hard, but Carlton showed glimpses of true science, his straight left being excellent, and he might have won if he had not followed the advice of his consulting second, the world-famous Jim Driscoll, and allowed Apollo to lead in the hopes of getting in a deadly right counter. Carlton had a hard time in his youth at fairs, where he learnt to use his fists and the art of "doing a slang to get a pitch." Without patter no conjurer could get on the big halls in these days. His comments on the Indian fakirs, who do the growing-mango trick (merely a matter of adroit palming, plants in various stages of growth being used) and never do the famous rope-trick, are illuminating. A most exhilarating volume in a pattering style, and how Lady Dorothy would have enjoyed it—not all, but nearly all.



WITH A FISHING-POT: A GIRARA WOMAN,  
OF NEW GUINEA.

"These traps are made of black cane, and are about five feet high. They are laid down in the swamps, and secure a plentiful supply of small swamp fish."

From "Unexplored New Guinea," by W. N. Beaver (Seeley, Service).

Chamberlain, again, was a dear friend and an intimate correspondent, and in 1892 he writes to her: "Everyone is surprised at Asquith's sudden elevation, especially his brother lawyers, all of whom think they would have filled the post better." Never was there such a book

It is impossible to get away from talk of Irish affairs, and those who wish to think intelligently about them should read "AN IRISHMAN LOOKS AT HIS WORLD" (Hodder and Stoughton; 6s. net), by George A. Birmingham. Canon Hannay is a keen student of human nature and an all-round good humourist who is fair to all the factions, old and new. He brings into high relief many points which are known only to those who have their Ireland by heart and at heart. Thus he

reminds us that religion has a grip on the whole Irish people such as does not exist in England; over there everybody, Roman Catholic or Protestant, goes to church regularly, as a matter of course. One of his Plutarchan anecdotes illustrates this point admirably. An Irishman who took a young footman with him to London, was careful about the man's spiritual welfare, and asked him if he wished to go to Mass, offering to tell him how to reach the Brompton Oratory. The young footman was quite confident he could find the way himself. "I'll just step into the street," he said, "and then follow the crowd." He thought all London would be going to church in the morning. Cornishmen, who talk of the Metropolis as "London Church-town," often cherish the same delusion. Canon Hannay's book is a serious contribution to our knowledge of the essential Ireland. Nothing could be better

than his account of the way in which Sinn Féin rose to power and of the granite strength of Ulster opinion, which is due to the fact that all classes of the community—gentry, manufacturers, business men, and workers—are all welded together in opposition to what they regard as a deadly peril. It is clear that this sagacious and fair-minded observer regards the Irish problem as economic rather than political. His is an invaluable book.



PAINFUL SHAVING! A NEW GUINEA METHOD, BY MEANS OF A LOOP OF FIBRE  
TWISTED ROUND EACH HAIR.

From "Unexplored New Guinea," by W. N. Beaver (Seeley, Service).

of still-living memories as this filial tribute, which is an addition of lasting worth to the literature of memoirs.

Like all really human people, Lady Dorothy Nevill liked gipsies and doted on the stage. Thus she recalls "many a pleasant night at Vauxhall in illuminated caverns and gipsies telling one's fortune." And she was an indefatigable first-nighter even in the far-off



# AMONG PAPUAN HEAD-HUNTERS AND CANNIBALS: IN WILD NEW GUINEA.

FROM "UNEXPLORED NEW GUINEA," BY WILFRED N. BEAVER, BY COURTESY OF THE PUBLISHERS, MESSRS. SEELEY, SERVICE AND CO., LTD.



A TYPE OF ONE OF THE MOST ARTISTIC TRIBES: A GIRARA HEAD-DRESS.



"VERITABLE WIDOW'S WEEDS": A TIRIO WIDOW SWATHED WITH GRASS OR FIBRE.



DRUM-MAKING: HOLLOWING A LOG BY MEANS OF COAL AND BLOW-PIPE.



BELIEVED BY THE WOMEN TO BE REAL GHOSTS: MEN DRESSED UP AS SPIRITS OF THE DEAD AT THE HORIOMU CEREMONY, MAWATTA.



REPRESENTING A MYTHICAL HERO: A QUAIN MASK OF CANE AND SAGO FIBRE WORN BY A MAN OF THE BAMU TRIBE.

These illustrations are from a new and deeply interesting book, "Unexplored New Guinea," by the late Mr. Wilfred N. Beaver, for twenty-seven years Resident Magistrate in the Western Division of the island. When the war began, he obtained a commission in the Australian Force, and was killed at Polygon Wood on September 26, 1917. Regarding the Girara tribe, he writes: "Almost every man wears a tall, conical hat, built up of rings of fibre, fixed to the head by a plaster of gum and clay."—The village of Tirio, on the Fly River, is notable for sorcery, and peculiar feminine fashions. "The widow's costume is odd. She is swathed from head to foot with coverings, or petticoats of grass or fibre, while on her head she wears a plaited cap with long streamers hanging

all round right down to the ground—veritable widow's weeds."—Among the Kiwais, "the usual method of making a drum is to take a log of a special wood and to roughly shape it before attempting to hollow it out. It is then stood on one end so that the maker can keep a hard-wood coal glowing by a blow-pipe made of either reed or bamboo. When one end has been treated, the other is turned up and similarly dealt with. The drum is smoothed with a rasper of shell or shark-skin. The tympanum of snake or lizard skin is attached by gums."—The Horiomu ceremony of the Kiwai tribe is "a pantomimic performance in which the men representing the spirits of the dead dance before the women. The women believe that the performers really are spirits."



## CAVALRY IN THE RUSSIAN CAMPAIGN: A MOUNTED

## COLUMN OF GENERAL DENIKIN'S ARMY ON THE MARCH.



AN IMPORTANT ARM IN THE FIGHT AGAINST THE BOLSHEVISTS: CAVALRY

Although this photograph illustrates an earlier stage of General Denikin's advance than that which is now proceeding, it is of interest as indicating the kind of country where fighting has taken place—country which is described as ideal for cavalry operations. That mounted troops are still playing an important part in the campaign is evident from a message published on October 20, from Rastell-on-Don, which stated: "The Cossack General Mamantoff has returned from his two-months' raid behind the Bolshevik lines. The total losses of his cavalry corps



ON THE MARCH, DURING THE ADVANCE OF GENERAL DENIKIN'S FORCES.

for the two months were 4 killed and 20 wounded. In Vassurek he destroyed 500 guns. In Yeter he threw up half a million shells. He has effectively demolished a large number of bridges, demolished 100,000 Bolshevik recruits, and captured from Bolshevik stores material of various kinds past counting." In our illustration may be noted, in the case of one or two of the leading horsemen, the method of carrying their lances in an upright position in a rest on their right side.



## ACROSS ARABIA FROM COAST TO COAST: BREAKING NEW GROUND BETWEEN THE PERSIAN GULF AND THE RED SEA.



THE COMMERCIAL METROPOLIS OF CENTRAL ARABIA: ANAIZA, IN THE PROVINCE OF QASIM, CENTRAL ARABIA.



IBN SAUD'S HEADQUARTERS DURING HIS PRO-ALLY CAMPAIGN IN 1918: THE CASTLE OF BURAI DA.



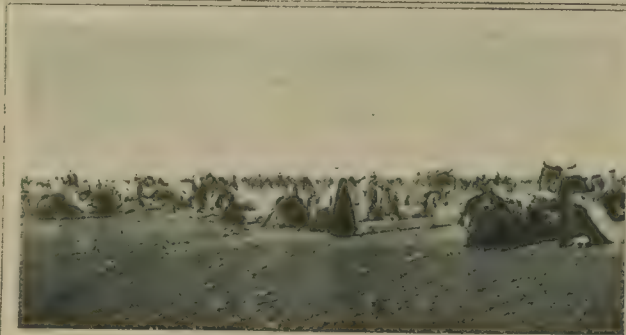
DAMAGED BY THE ARTILLERY OF THE KING OF HEDJAZ IN 1916: THE FORT OF BAHRA, BETWEEN MECCA AND JEDDA.



WHERE PILGRIMS TO MECCA STOP FOR REFRESHMENTS: BAHRA VILLAGE, SHOWING THE MOSQUE (THE ONLY BUILDING OF MASONRY).



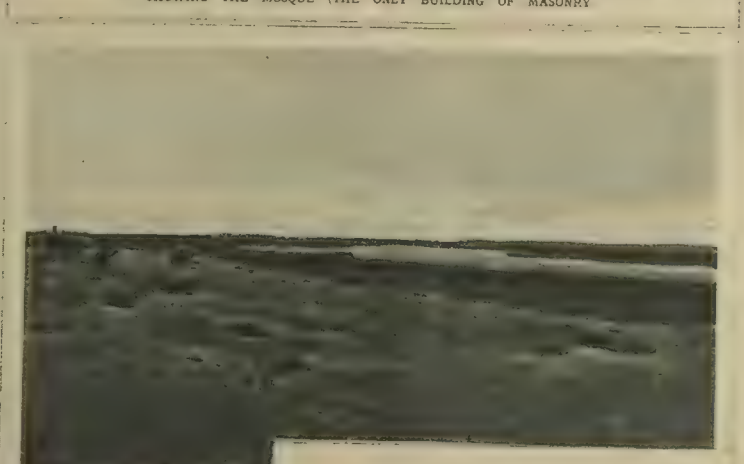
ARABIAN IRRIGATION: AN AQUE-DUCT MADE OF HOLLOWED PALM LOGS ON MASONRY PILLARS ACROSS A DRY TORRENT BED.



DURING THE CAMPAIGN OF 1918 IN CENTRAL ARABIA: THE ARMY OF IBN SAUD ON THE MARCH—A HALT.



"THE WESTMINSTER ABBEY OF THE WAHHABI SCHISM OF ISLAM": THE GREAT MOSQUE AT RIVADH—TYPICAL WAHHABI ARCHITECTURE.



"THE LARGEST SHEET OF WATER YET DISCOVERED IN ARABIA": THE "MOTHER OF THE MOUNTAIN" LAKE (THREE-QUARTERS OF A MILE LONG).



IRRIGATION IN ARABIA: A DRAW WELL, INTO WHICH BUCKETS ARE LOWERED BY ROPES DRAWN OVER PULLEYS BY ANIMALS.



SHOWING (LEFT BACKGROUND) TURKISH BARRACKS CAPTURED IN 1916 BY THE KING OF HEDJAZ' TROOPS: THE OLD CASTLE OF TAIF.



AT HUFUF, CAPTURED FROM THE TURKS BY IBN SAUD: THE MOSQUE OF IBRAHIM PASHA—NEVER BEFORE PHOTOGRAPHED.



LOCALLY BELIEVED TO BE BOTTOMLESS: ONE OF A NUMBER OF GREAT WATER-PITS, OR RESERVOIRS, IN SOUTHERN NEJD.



IN THE CAPITAL OF CENTRAL ARABIA: WHERE MR. PHILBY STAYED SOME MONTHS.



A CASTLE OF THE CRUSADERS: A BUILDING OF GREAT INTEREST NEAR WEJH, ON THE RED SEA COAST.



WHERE LEGEND SAYS EVE LIES, IN A GRAVE NEARLY 100 FT. LONG: THE TOMB OF EVE AT JEDDAH.

In an article elsewhere in this number we print an account of a remarkably interesting journey of over 800 miles across Arabia, from the Persian Gulf to the Red Sea, made by Mr. H. St. J. B. Philby, who reached places never visited before by an Englishman, and was the first European to stay at the palace of Ibn Saud, the ruler of Central Arabia. Ibn Saud, it will be remembered, did good service in the Allied cause against the Turks during the war. His son, the young Sheikh Feisal (not to be confused with the Emir Feisal, son of the King of Hedjaz) headed a deputation of Arab chiefs which recently arrived in this country. In the journey across Arabia here illustrated, Mr. Philby travelled in Arab costume, as shown in a photograph given on the same page as the article describing his experiences. With regard to the above photographs, a few additional notes may be of interest. Anaiza is the chief commercial town

of Central Arabia, and its merchants have agents in Bombay, Basra, Damascus, Mecca, and other cities of the East. Buraida is the great camel market of the country, and controls the Arabian carrying trade. The fort of Bahra was bombarded by the artillery of the King of Hedjaz at the beginning of the Arab revolt against the Turks in 1916. The village of Bahra consists of huts built of reeds and brushwood. The castle of Taif was taken from the Turks in the same year. The mosque at Hufuf was built by a governor of Hasa in the reign of Sultan Selim the Magnificent. The Tomb of Eve, at Jeddah, is nearly 100 ft. long, as Eve is believed to have been of gigantic stature. The domed shrine is supposed to mark the middle of her body. It is visited by countless pilgrims, and is, appropriately, in charge of a woman.



# THE LATEST CROSSING OF ARABIA.

BY FREDERICK W. EMEIT, O.B.E.

I HAD the privilege a few days ago of meeting the young Englishman who, in Arab costume, made a remarkable journey across Arabia over ground half at least of which was entirely new. For over two months he lived in the capital of the ruler of Central Arabia, whose young son is now in London at the head of an Arab delegation that has come to pay homage to the King. No great illustrated journal has taken

is Ibn Saud's palace, a fortress in itself, and of the simplest architectural style; its high walls overlook the Great Mosque—the Westminster Abbey, as it were, of the Wahhabi schism of Islam, the *fons et origo* of the militant fanaticism of the Arabs of Central Arabia, whose creed is based on a reported saying of the Prophet: "The Jews have divided into seventy-one sects, the Christians into seventy-two, and the Muham-

madans shall be divided into seventy-three—the whole lot destined to Hell-fire except one"—and the Wahhabis claim to be that one.

It was about 1750 A.D. that the sect was founded by one Muhammad Ibn Abdul Wahhab, with the assistance of Ibn Saud's ancestor, whose capital was at Daraiyya, north of Riyadh. Fortune at first favoured the Wahhabi power, and at the beginning

Arabs tell tales of ancient ruins and haunted sites in that dreadful sea of sand, but no European has ever yet been able to verify their stories.

The present ruler of Central Arabia is Abdul Aziz ibn Saud, an Arab chieftain of the noblest Arab stock, and the father of the little Prince who is now on a visit to this country. As soon as war was declared between Britain and Turkey, he sided with us, and, though his geographical situation militated against any serious co-operation by him in the task of the Allies, he was able to do us good service in connection with the blockade of enemy territory; and on more than one occasion he attacked the only Arab State of importance which had joined the enemy. It was while he was preparing a sustained campaign in that direction, and after he had successfully launched his first attack on the enemy capital, that the war with Turkey was ended by the signing of the Armistice. His headquarters during these operations were in the province of Qasim, which contains the two biggest towns and commercial centres of Central Arabia—namely, Anaiza and Buraida, at each of which I resided for some weeks during the campaign. Ibn Saud's army on the march, with standards flowing in the breeze and the cavalcade of 5000 to 7000 camel-riders spreading far out over the desert plain, was always an imposing spectacle; but perhaps the most notable ceremony at which I was present was the division of the booty captured from Ibn Rashid—1500 camels, countless sheep, etc.—among the conquering force. Such a division is conducted in Wahhabiland strictly in accordance with the precepts laid down by the Prophet Muhammad—one-fifth of the whole



BESIEGED, CAPTURED, AND DESTROYED BY THE TURKS IN 1818: RUINS OF DARAIYYA, THE OLD CAPITAL OF THE SAUD DYNASTY, CENTRAL ARABIA.

more interest in travel and exploration than *The Illustrated London News*, and so—with the one proviso that I would not discuss Arabian politics—I was enabled to obtain from Mr. H. St. J. Philby, the Englishman above mentioned, some details of his experiences.

In ancient times (he said) Arabia, now of no account in the world's commerce, was not unknown to the enterprising merchants of Phœnicia, Greece, and Rome. Here were the spice-lands, and the old maps were marked with its trade-routes and flourishing ports, of which one was Gerra, on the coast of the Persian Gulf, still extant, but in greatly diminished glory, under the name of Ujair. Here it was that I landed in Arabia en route for the capital of Ibn Saud, the temporal and spiritual head of the fanatical Wahhabi Arabs.

The desert between the coast and our destination was broken by only one patch of cultivation, the fertile province of Hasa, which during the last century has alternated somewhat erratically between Arab and Turkish rule, but settled down in the spring of 1914 under the permanent rule of its own Arab rulers, when Ibn Saud, descending upon the great town of Hufuf, the capital, with only a hundred men, scaled the walls of the castle at dead of night. The sentries were overpowered, and the sleeping garrison either slaughtered or driven into a small inner keep, where, with their wives and families, they awaited the dawn. Ibn Saud spent the night digging a tunnel under the fortress, and at dawn sent in a message that he proposed to blow up the whole assemblage if the doors were not opened by a certain hour. Needless to say, the doors were opened, and the Turkish force marched out to Ujair, whence they took ship and viewed their most fertile Arabian province for the last time.

At Hufuf the caravan was prepared for the onward journey, and a great business it was, as for four-and-a-half days it had to travel over absolutely waterless country. The camels, of course, would have nothing to drink all that time; there would be little to wash in, and every effort was concentrated on the drinking supply.

The passage of this waterless tract was less bad than was anticipated; but one may judge the country by the fact that a wolf visited the camp one night and emptied the contents of one water-skin—at least, the other people said so, and the skin was empty.

Riyadh, a great walled city of clay, was reached in thirteen days from the coast. In the centre of the city

of the nineteenth century the ancestors of Ibn Saud ruled the whole of Arabia, including Mecca and Medina, which they captured from the Turks. But Muhammad Ali, the great Pasha of Egypt, sent his son Ibrahim Pasha to recover the lost territories, and two decades of incessant warfare ended in the capture and destruction of Daraiyya, whose ruins stand to this day—a monument of the hereditary enmity between Arab and Turk, which culminated during the Great War in the final expulsion of the latter from all their Arab dominions.

Southward of Riyadh to the edge of the Empty Quarter, or Great Sand Desert of Arabia, which no white man has ever crossed, lies a vast stretch of desert country with scattered groups of oases which I was the first European to visit. Here, in two localities about a hundred miles apart, I found two groups of extraordinary reservoirs—great water-pits locally believed to be bottomless. There were ten of these in all, one of them being a regular lake, three-quarters of a mile long by a quarter-mile broad—the largest sheet of water yet discovered in all the length and breadth of Arabia. In ancient days there seems to have been in these parts a flourishing kingdom ruled by a mighty King, Ad Ibn Shaddad by name, the last of his line, for, according to local tradition, God selected him to be the recipient of a substantial sign of his dire disapproval of the pride which had tempted him to emulate



WARDENS OF THE MARCHES: ARAB SHEIKHS OF THE EUPHRATES HINTERLAND WHO GAVE MUCH HELP ON THE LEFT FLANK OF OUR MESOPOTAMIAN ADVANCE.

being set aside for the service of God, and the rest being divided on a rational scale—so much for an infantryman, so much for a camel-rider, so much for the possessor of a horse, and so on.

We left the capital of the Wahhabi monarch, a merry band of some thirty pilgrims bound Meccawards, and for day after day we traversed the vast wilderness of Desert Arabia. The soft padding of our camels over the well-worn track, the creaking of the wooden saddle-frames, and the raucous songs of my Badawin companions—by day these alone broke the great silence of the desert, which was disturbed at night only by the long-drawn howl of a prowling wolf led to the vicinity of our camp-fires by the cheerful smell of stewing mutton. For nearly four hundred miles we traversed country never before beheld by European eyes. Here and there the palms of some solitary oasis varied the monotony of the desert scene, but for the most part we saw no moving thing but gazelles and ravens, lizards and mice. But in Arabia it behoves one to move cautiously even in solitude, and on one occasion the neglect of proper precautions nearly landed us in an awkward predicament. For four days we had seen no sign of human life, and were advancing in ragged array over a wide stretch of heavy sand-ridges, when we found ourselves confronted without warning by a dozen rifle-barrels



AFTER CROSSING ARABIA FROM THE PERSIAN GULF TO THE RED SEA (ABOUT 800 MILES): MR. H. ST. J. R. PHILBY, IN ARAB DRESS, WITH HIS ESCORT, AT JEDDAH.

the glories of Paradise on earth. A terrible wind from the west blew without cessation for seven days over his country, and his proud capital and all his subjects and all his palms were buried in sand for ever. The

ment. For four days we had seen no sign of human life, and were advancing in ragged array over a wide stretch of heavy sand-ridges, when we found ourselves confronted without warning by a dozen rifle-barrels

(Continued on page 732.)



# "THE LION AND THE SUN": THE SHAH'S VISIT TO ENGLAND.

PHOTOGRAPHS BY I.B., L.N.A., AND PHOTOPRESS.



THE SHAH ON HIS WAY FROM BUCKINGHAM PALACE TO THE GUILDHALL: HIS MAJESTY, WITH PRINCE ALBERT, DRIVING ALONG THE STRAND.



AT THE GUILDHALL: THE SHAH BETWEEN THE LORD MAYOR (SIR HORACE MARSHALL) AND PRINCE ALBERT.



JUST AFTER LANDING AT DOVER: THE SHAH, WITH PRINCE ALBERT, INSPECTING A GUARD OF HONOUR.

The Shah of Persia arrived at Dover from Calais, in the royal yacht "Alexandra" on October 31, and was welcomed on board by Prince Albert. Proceeding to London by special train, the Shah was met at Victoria by the King, and stayed as the guest of his Majesty, at Buckingham Palace, where a State banquet was held that night in his honour. On November 1 the Shah drove to the Guildhall, where he was presented with an Address of Welcome from the Corporation of the City of London, and was entertained by the Lord Mayor, Sir Horace Marshall, in the Banqueting Hall. The Shah, who spoke in French,

alluded to the new Anglo-Persian Agreement, and said that he was "the first constitutional ruler of Persia to visit the most ancient and democratic city in the world." Lord Curzon, who spoke as Foreign Secretary, said: "I see blazoned on one of the flags at the end of this hall the national emblem of Persia. It is the Lion and the Sun. May we not find in that juxtaposition a happy omen? The British Lion stands forth as the proud and valiant champion of the rights and liberties of Persia. Over his shoulders rises the orb of the steadily increasing progress and prosperity of Persia itself."



## THE REDUCTION OF NAVAL EXPENDITURE: IDLE PATROL BOATS AT MALTA; NEW CONVOYING SHIPS NOT REQUIRED.

DRAWN BY FRANK H. MASON, R.B.A.



THE EFFECT OF ORDERS TO "REDUCE TO CARE AND MAINTENANCE PARTY": STAGNATION AT MALTA AFTER FOUR-AND-A-HALF YEARS OF FEVERISH ACTIVITY.



RENDERED UNNECESSARY BY PEACE: THE NEW "KIL" CLASS OF PATROL GUN-BOATS, WITH BOW AND STERN EXACTLY ALIKE, AND DUMMY COUNTERPARTS OF ALL DECK STRUCTURES.

Orders to "Reduce to Care and Maintenance Party" came rather as a shock after 4½ years of feverish activity, and the desolate appearance of a dock, when this order has been complied with, is depressing in the extreme. The upper sketch shows the Hydraulic Dock at Malta, which was of inestimable value in keeping practically all the auxiliary patrols of the Mediterranean in efficient seagoing and fighting condition. It is now a veritable "rotten row" in its atmosphere of loneliness and seeming decay. But while the loneliness may remain, decay will have no chance, for, in spite of the vast "cut" to be made in naval expenditure, some expense must be entailed to prevent a total loss of yet valuable property. The lower drawing shows some

of the "Kil" class of convoying vessels. Great numbers of these were laid down, as soon as it was found that the convoy system was working very satisfactorily, so as to cope with the increasing duties of escort work. Very few, however, were in commission by the time the Armistice was signed, although some builders were delivering, just prior to that date, one complete "Kil" boat per fortnight. It was impossible to tell which way a "Kil" boat was heading, as bow and stern were exactly alike, and all deck structures and fittings, guns, etc., had dummy counterparts. The name "Kil" was devised from the fact that all vessels of the class were named by words beginning with this prefix, thus: Kilbrennan, Kildare, and so on.—[Copyrighted in U.S.A. and Canada.]



## AN ARBA: THE MARKET-CART AND FAMILY COACH OF TURKESTAN.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY DOUGLAS CARRUTHERS.—[COPYRIGHTED IN U.S.A. AND CANADA.]



WITH SHAFTS RESTING ON THE SADDLE WHEREON THE DRIVER SITS: BOKHARIOTS RETURNING FROM MARKET IN AN ARBA, THE ONLY MEANS OF TRANSPORT OVER LARGE PARTS OF CENTRAL ASIA.

Mr. Douglas Carruthers writes regarding this illustration: "There is a vehicle in use in the oases of Russian and Chinese Turkestan which, in its way, is quite unique. The 'arba,' as it is called, is a sort of covered-in cart, perched on two immense wheels, on a broad axle. They are made entirely of wood—generally elm—and for this reason are very light. The shafts rest on a saddle which the owner rides, resting his feet on the shafts instead of stirrups. The huge wheels, 6 ft. in diameter, are for the purpose of

crossing the innumerable irrigation canals which intersect all roads, and for crossing unbridged rivers which in flood would be impassable. Over a large part of Central Asia these carts form practically the only means of transport. One can hire them for a short journey, from one village to another, or for a thousand-mile journey. They are market-carts and family coaches, it being an ordinary spectacle to see trains of 'arbas' coming in from the country on bazaar day, bringing market produce and family parties."



# Austin 'Twenty'



## The November "Meet"

will be at Olympia. Already the hunt is up and the quarry well away. The hunter after an ideal car will surely cry "View Holloa!" when he sees the "Austin Twenty" at

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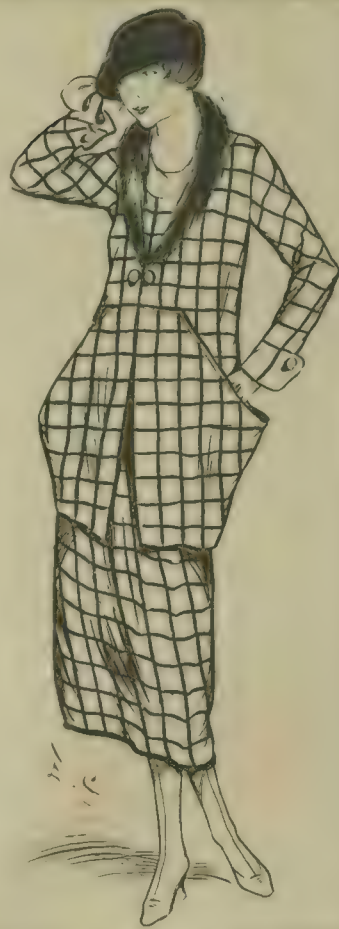




## LADIES' NEWS.

THE Queen made quite a delightful little speech to her regiment when inspecting it prior to its departure for India. Officers and men were delighted. Her Majesty is Colonel-in-Chief, and the Regiment—18th Hussars—is styled "Queen Mary's Own." The idea of making Queens and Princesses honorary heads of regiments originated in Russia, where, in its days of prosperity and grandeur, every imperial lady held such an honorary rank. It is said to be very good for the morale of the men: they feel that they must keep the records worthy of the Colonel-in-Chief. When that dignity is Queen Mary, the obligation is undeniable, for every British soldier knows what he and his wife and children—if he has them—owe to the Queen, who feels with and thinks and acts for them.

When one wants to get at the truth about things, the fountain-head is the place to seek the knowledge. There has been a great deal said and written about furs of late, the fashions in them, the favourites, and the prices. I ventured, therefore, to Révillon Frères in Regent Street, and was courteously told all I wanted to know by a "head" so busy that his satisfaction of my thirst for truth was more a real kindness than a mere courtesy. Here is what I learned: In small furs, scarves, muffs, etc., the great demand is for fox-grey, or smoke, or white, or silver, or cross, which last is grey fox with a tawny-red tinge about the shoulders. Skunk is also very greatly in favour. Beaver and nutria are also constantly asked for. For long coats, kolinsky, mole, and nutria are most sought after, while seal musquash is always in demand. So much for the favourites. The fashions do not, as yet, favour short coats. A few are made to order, always of the saque variety. It will be a winter or two, perhaps three, before they come into general esteem. That they are coming, my experienced informant appeared to have no doubt. Three-quarter-length coats differ from those of last season only in so far that they are not quite so full, just a little tighter. That is that, for the general trend of fashion in furs. As to price, it is now more advisable than ever to strain a point to buy the best furs, because they have not gone up in price proportionately with those less costly. Dyed fox has increased in cost proportionately far more than natural. For instance, a fox that in pre-war days might have been bought for £7 or £8 cannot now be acquired under £30; while a fox costing £100 in those days would now bear a much less heavy percentage of increase. So much for prices! This is from the very highest authority in furs, one of the heads of the



A SMART TAILOR-MADE.

Checks and stripes are all the rage in Paris just now. The coat and skirt depicted above is yellow-and-black check, with the inevitable widening at the hips.

world's greatest and finest furriers, with ramifications all over the globe, from posts in the Arctic regions to a magnificent atelier in Regent Street!

Countess Curzon's first dinner-party since her distinguished husband has been Secretary of State for Foreign Affairs was that in honour of the King and Queen of Spain. It must have been a beautiful party as regards people and environment. Three tables were used, I hear. The central and largest one was decorated with shaded mauve orchids in lovely basket-shaped, silver-gilt, perforated, Louis XV. plate, things of satisfying beauty of form, outline, and workmanship. On the other tables were large silver bowls, one filled with yellow roses, the other with pink roses and carnations. The room is a lofty one in Louis XV. style. There were many beautiful women: the Queen of Spain is one, and her handsome, graceful hostess is another. Their Graces of Portland and of Marlborough are two tall and most attractive-looking specimens of British Duchesses. There were the hostess's namesake, Lady Curzon, the wife of our sailor Viscount and M.P.; Lady Pembroke, Lady Ancaster, Lady Cromer were three beautiful Countesses, and Lady Beatty was a fourth. There were the two daughters of the host, pretty girls; and there was Mrs. Winston Churchill, another beautiful woman. It must have been a goodly picture to look upon, and one that Britishers could be justly proud of. On Sunday night Earl and Countess Curzon had a dinner for the Shah. Their next will be for the President of the Republic of France and Madame Poincaré.

The Motor Show and the time of year turn our thoughts to the necessity for protective garments, and our thoughts bend our ways in the direction of Burberrys' great house in the Haymarket, where the closest study of the requirements for absolutely protective garments over a period of thirty years has resulted in the name of the firm being a guarantee of the very best, the most stylish, most comfortable, and completely efficient. Illustrated in this Number is one of Burberry's latest, the very thing for motoring, made in any of the firm's fabrics—celebrated the world over for proofing, for appearance, and for wear. It has ample pockets, and its methods of fastening prevent the entrance of wet. For a man, should any reader want to give one a keenly appreciated present, there is the Tielocken Burberry as illustrated. It has over-lapping fronts, and can be adjusted to wear over another top-coat for motoring in cold weather. The fit is regulated by the strap and buckle fastening. The collar can be open, or securely closed, or turned up as a storm-collar. It is warm, light,

(Continued overleaf.)

## ON MAKING MORE MONEY.

By GEORGE HENRY.

I HAVE always been reluctant to approach the subject of Pelmanism from the money-making point of view. It has ever seemed to me that the intellectual, educational, and social benefits of the System greatly transcend in value the financial benefit to the student—direct and definite as the latter undoubtedly is.

Two facts have combined to urge my thoughts to the consideration of Pelmanism as a money-making factor. The first is to-day's undoubted need for an increase in individual prosperity. The cost of living has arrived at an appalling figure. The prosperous man of pre-war days has become the needy person of to-day. It is no use to rail at conditions, neither does it serve any useful purpose to groan under the burden of high prices. Apparently conditions preclude the lightening of the load, so that the wise thing to do is to increase the earning capacity of the bearer of the burden.

Prosperity, after all, is not a base ideal for which to battle, because in this workaday world of ours it is the golden key which opens the door to most of the good things in life. It is possible to be a happy philosopher with empty pockets, but if the pockets are full the philosopher need be none the less happy.

## SOARING INCOMES.

The second fact that has forced itself upon my consciousness is the extraordinarily consistent way in which Pelmanism does send the incomes of its students soaring. To look through the daily post of the Pelman Institute is an eye-opening experience in this respect. The very repetition of letters from students reporting increases in salary, and profits achieved as a direct result of Pelmanising becomes almost monotonous.

"My salary has increased by 200 per cent.," says one writer. "I have gained a 150 per cent. increase in my income," says another. A third reports promotion to managership, carrying with it an increase of 100 per cent. A further letter, an enthusiastic eulogy of Pelmanism, tells of a 400 per cent. increase in salary, and encloses a graph, drawn strictly to scale, showing how the salary began to increase soon after the commencement of this Course, increased rapidly, and largely during the Course, and continued to increase at the same rate after the Course.

In the face of such testimony as this, and bearing in mind that prosperity is vital to the nation, and the individual, I cannot forbear to impress upon my readers the immediate and far-reaching effect of the study of Pelmanism upon the income-earning power of the student.

## A PERSONAL EXPERIENCE.

I know the effect is immediate, because in my own case the very first lesson in Pelmanism resulted in an idea which more than paid for the whole of the Course. And I find that such is the inspiring effect of Pelmanism from the very commencement, that my own experience is a general one. Of course, there is no magic about this power of Pelmanism to bring monetary rewards to its students. The simple fact is that the man who goes conscientiously through the Course finds that his mind quickly becomes a more efficient instrument, and whether a man be in industry, profession, or business, mental efficiency is always reflected in the pay roll, the salary list or pass-book.

Moving in a circle largely of business men, I find employers constantly lamenting the fact that the lieutenants of commerce are hard to come by. Said one head of a big concern to me the other day, "Do you know, if I advertise for a clerk at £2 a week, I'm deluged with enquiries, but if I insert an advertisement asking for an organiser at £1000 a year, the resulting replies are negligible." Therein lies the reason why the Pelmanist is making himself felt throughout industry and commerce.

The higher up the ladder the more room on the rung. The Pelmanist possesses perhaps no more technical knowledge than the non-Pelmanist clerk, but he gets the promotion or the better position with a big increase of salary because of the extra efficiency, the extra force of character, the extra self-confidence, and the extra initiative and originality which a Course of Pelmanism unfailingly, and even at the very outset, imparts.

In considering the last statement I would ask the reader to bear in mind that it is supported by the best of all evidence, that is, personal testimony of students.

Before I began to write this article, I gave instructions for eight letters to be picked at random from this morning's mail. They have just been handed to me. Six of them are letters of testimony. I append part of their contents:

## A Nurseryman writes:

"Since taking up the Pelman Course I have had much more resource, stronger will-power, more efficient concentration, a more clearly defined purpose in life, and an altogether more efficient memory to which must be added 100 per cent. increase in salary."

## A Clerk writes:

"I am pleased to be able to inform you that I have derived considerable benefit from the Pelman Course—its most valuable lesson to me being the formation of a

definite object to work for. It may interest you to know that my salary has increased by nearly 70 per cent."

## A Salesman writes:

"The Course has certainly made a new man of me. My salary has increased 40 per cent. since completing the instruction. My work always seems to be a pleasure to me, and I do it better and more quickly."

## A Sales-Manager writes:

"Since taking the Course I am pleased to be able to say that I have secured a position as Sales-Manager at an increase of over 50 per cent. in salary."

## A Colliery Deputy writes:

"An investment in your Course is like borrowing money from your banker, making an interest of 100 per cent., and paying him 5 per cent. of the amount."

"Since taking the Course I have had my wages increased by 50 per cent."

## An Assistant Master writes:

"The benefit I derived from your Course is wonderful, and I often think, and marvel how I managed to get through my work before taking it. My employers have advanced my wages almost 100 per cent. since April last."

These letters are to the huge volume of testimony on Pelmanism as a bucket of water is to a river.

The evidence in the shape of written acknowledgment of the benefits of the Course is so great as to be overwhelming. A whole issue of this journal could be filled with Pelmanists' letters of praise.

To the man who feels the need for more money—and his name is legion in these days of high prices—this evidence constitutes a sign-post which it is impossible to ignore.

Whether you measure prosperity by mental health, material wealth or everyday happiness—whether you measure the value of Pelmanism in terms of hard cash, intellectual vigour or moral strength, you cannot fail to be satisfied with the results of Pelmanising.

All that remains is for you to discover how Pelmanism will prove beneficial to you in your special circumstances. You can find that out by taking advantage of the invitation to investigate which is freely proffered by the Directors of the Pelman Institute.

If you can call you will be courteously received and a consultant will interview you in private. If you cannot call you should send a post-card or letter to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

By return you will receive gratis and post free:—1. A copy of "Mind and Memory"; 2. A reprint of Truth's Report on Pelmanism; 3. An Enrolment form enabling you to take the complete Course on special terms.

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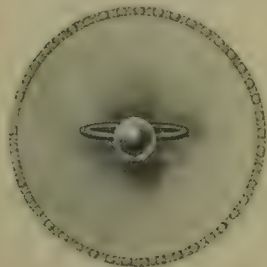
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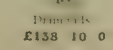
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(Continued)

and perfectly protective—just the thing for a car. A point about Burberrys is that they provide the right garments for all sports and purposes, for women and men, with a view to suitability for each, this being the result of study of customers' requirements who have found them all out by experience.



FOR MOTORING IN COLD WEATHER: THE "TIELOCKEN" BURBERRY, WITH OVERLAPPING FRONTS, WHICH CAN BE WORN OVER ANOTHER TOP-COAT.

her marriage with Lieutenant-Colonel Hawes, D.S.C., M.C., and Legion of Honour man. She was a wonderfully good friend to the crofters of Sutherlandshire and to the cripples of the Potteries. Socially, she was a brilliant hostess at Stafford House, and her friends and admirers were in battalions, and are so still, albeit she has stepped out of the social limelight of which she had, perhaps, more than she cared for.

All sorts of queer things are being said and written about dancing in the coming winter. The one true thing is that dances with weird names and grotesque contortions are out of court every way you take it. A return to the valse—so written and so pronounced in Court circles—is

certain. The quadrille may come in again—it is the State dance for Royalties; and the lancers, never completely out of favour, may return to it again. Once again it will be possible to converse in a ball-room in tones less strenuous than a yell or a roar, according to sex. One chaperon, who gallantly saw her charges through jazes, shimmy-shakes, turkey-trots, and bunny-hugs, is now saying Te Deums to herself, and informing all and sundry that she hopes to return from a ball without feeling as if she had been to a Chippowakee war-dance done by apparently civilised men and women to a staccato row that they called music, with a result of complete exhaustion.

In the matter of pearls British women have preserved a characteristic conservatism. They bestow all their love and admiration on the gems of the Orient picked up from the bed of the sea. American women love the fresh-water pearls that are found in their rivers and lakes, and are of many colours. Some Scotch ladies have necklaces made of really lovely native pearls. It is true that it has taken a long time to get together a fine, well-matched string of these river and loch pearls found in mussels. They are wonderfully attractive as to skin, sheen, and colour; some are brown, but as a rule they are white or rose-tinged. They are not so costly as Oriental deep-sea pearls, but are not cheap. A Laird's wife showed me a lovely string she had been collecting for twenty years. It was wonderfully matched, and they were beautiful gems—all white. The dearest pearls were £15 each, and the smaller ones near the ends £8. She had been offered, she said, more than double for the string than she paid; and was half through the collecting of another string as an investment for her younger girl—the elder will eventually have the original one.

The luncheon given to the Chiefs of the Women's War Services of the Crown by Representative Women, which was presided over by Princess Alice Countess of Athlone, was a great success. It was nice to notice that not all uniforms have been dispensed with. Lady Amptill, who spoke remarkably well after the meal, wore hers as Commandant of the V.A.D.'s. The heads of the Territorial and Military and Naval Nursing Services were in uniform. Most becoming was that worn by the Land Army representative; and the women of the Police Patrol looked natty and trim. Dr. Flora Murray was in khaki; and Dame Burleigh Leach wore her uniform. Miss Lena Ashwell read the delightful address written by Mrs. Meynell. Lady Gosford, Dowager Lady Jersey, Lady Burnham were all present; and the pleasant occasion reflected great credit on Mrs. Massy Lyon in the chair, and on Miss M. F. Billington, Hon. Secretary. A. E. L.

## SCIENCE JOTTINGS.

RAT WEEK.

OUR newspapers did us no small service in keeping "Rat Week" well to the fore; but more emphasis might have been laid upon the duty of sustained and organised effort to repress this noisome pest, which now swarms in our midst. When the returns for this memorable week are published many will feel a glow of satisfaction, for the slaughter should run into hundreds of thousands. But, even if the figure run up to two or three millions, there will be no excuse for relaxing a task so well begun. For it is to be remembered that the rat population of this country amounts to at least forty millions! The week's work will be wasted if it be not steadily and grimly pursued—till the weeks run into months, and the months into years. The slaughter of ten million rats in one week will do but little to reduce the menace of their continued presence among us.



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(Continued overleaf.)

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of the species. Should it increase much beyond this, the struggle for food and housing would speedily bring down the numbers to somewhere about the forty millions we have set ourselves to destroy.

But, even suppose it could be proved that the numbers of these pests could never increase beyond our present estimate, there is no ground for satisfaction in the assurance, for they are costing us something like £10,000,000 annually, to say nothing of the danger to our health which their presence entails. But for the rats the plague, which slew our forefathers by the tens of thousands, would have been utterly wiped out. To-day it is still claiming quite a number of victims annually, though, for fear of creating a panic, nothing is said on such occurrences.

The statement that forty million rats are annually leaving toll on us leaves most people quite cold. Few of us ever see a rat, alive or dead, and we simply don't believe in their existence—at any rate, in any serious numbers. The statements made on this theme, indeed, are commonly regarded as pure scare-mongering. Some very concrete facts, however, bearing on this matter were given in the columns of the *Times* a day or two ago by Mr. T. A. Clayton, who speaks with authority—in regard to rats carried by ships. Those who travel on our Transatlantic steamers probably never see a rat during the whole voyage. Yet after the periodic fumigation to which such vessels are now subjected, as many as two thousand rats may be collected! On one of the regular London-New York liners, which had only been nine months in the water, over 1750 rats were collected after fumigation! He shows

that if the average number of rats per ship be reckoned at 200—a very modest estimate—they cost, in food consumed, about £900 per annum. But this leaves out of account all food wasted.

If rats in hundreds can thus easily hide themselves within the circumscribed area of a ship, how much more easily can they do so in our great restaurants and eating-houses.

to which, indeed, these animals owe their world-wide distribution. For prior to the Crusades the black rat was unknown among us, while the brown rat did not make its appearance till about 1728.

If poison—which will be supplied by the Board of Agriculture—gassing, trapping, and ferreting are unremittingly and universally carried on, in a few months an appreciable reduction of the numbers of this pest would be made. But all this will be of no avail if rats can readily gain access to the country from overseas, and if our buildings still afford harbourage and food. All buildings must, as far as possible, be made rat-proof; and all food, as far as possible, must be kept in rat-proof places. This last, indeed, is the most important measure of all, for the number which can live in a given area depends directly on its food-supply. If this could be cut off—and, unfortunately, it cannot—there would be no need for any other repressive methods whatsoever.

There is no small danger that, while we are concentrating our attention on the rat, we shall overlook his diminutive cousin the mouse. Let there be no mistake about it: he is almost, if not quite, as

deadly, and will unquestionably increase in proportion as the rats, his enemies, decrease. Householders must see to it, then, that they wage a war upon this hateful little rodent—which, by the way, is also an alien, having come originally from Asia. But that was a very long while ago, for it would seem to have been resident with us since Neolithic times. Nevertheless, in spite of this ancient lineage, he is an "undesirable alien." W. P. PYCRAFT.



QUEEN MARY AS COLONEL-IN-CHIEF OF THE 18TH HUSSARS: HER MAJESTY WITH THE OFFICERS, BEFORE THE REGIMENT'S DEPARTURE FOR INDIA

The 18th (Queen Mary's Own Royal) Hussars are due to sail for India this month; and, in view of that fact, the Queen, as Colonel-in-Chief, inspected the regiment at Hounslow Barracks the other day. Her Majesty was presented with a silver statuette of a Hussar, the gift of the officers. —[Photograph by C.N.]

our granaries and fields? That they should have such easy access to our food is not pleasant to contemplate.

If this campaign is to succeed, it is clear that all ships in harbour must be compelled to use rat-guards on their hawseers. For, supposing the last of our resident rats to be killed, the country would speedily be re-stocked by rats brought over from abroad in ships—

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## & biscuits make an Ideal light lunch

### So refreshing when fatigued

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After shopping or when fatigued, OXO is particularly beneficial. It quickly renews vitality and gives that extra sustenance so needful to make good the wear and tear of every-day life. A cup of OXO before leaving home fortifies against the effects of wet changeable weather.

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# DUNLOP

*The Tyre that made  
the Show possible—*

—AND THE BIGGEST SHOW AT THE SHOW—



STAND  
197



## The Latest Crossing of Arabia.

(Continued from Page 730)

directed against us at point-blank range. There was no question of defence or parley, and we surrendered at discretion, much to the relief of the enemy, whom we



THE VISIT OF THE SHAH OF PERSIA TO ENGLAND: THE SITTING-ROOM SET APART FOR THE USE OF HIS IMPERIAL MAJESTY AT BUCKINGHAM PALACE.—[Photograph by C.N.]

found on closer acquaintance to be a small band of peaceful merchants carrying merchandise from Mecca into the interior. They had been marching more warily than ourselves, and, taking us to be a raiding party, had decided that the best way to preserve themselves was to ambush us. We spent the night side by side, and parted next morning on the best of terms; but our friends never knew that an Englishman rode with the other party.

One evening we came in view of the great mountain range of the Hedjaz afar off, and soon we camped in the midst of a vast level plain dotted with the camp-fires of shepherds watching their flocks by night, even as they watched under the starry sky of Bethlehem nineteen hundred years ago and more, when the summons came to them to go forth and salute their new-born

Lord. Little has there been of change in Arabia since those days, and I felt no doubt that the shepherds around me would not hesitate to obey such a summons were one to come that night.

On Christmas Day we reached Taif, a city of fair orchards and splendid palaces, the summer resort of the wealthy citizens of Mecca. Here was enacted one of the scenes of the Great War, for at an early period of his revolt against the Turks the King of Hedjaz, having captured Jedda and Mecca, sent forth an army to besiege Taif. The Arab artillery was posted on the heights outside the town under the direction of an Egyptian gunner. The Commandant of the Turkish forces established his headquarters in a cellar below a corner of the barracks; but, an Arab spy bringing the necessary information, the Egyptian gunner got to work, and I saw the remains of the Turkish head-quarter offices as he left them.

Unfortunately, the enemy Commander was not at his post at the time, and, deeming on his return that the spot was not sufficiently safe, transferred his quarters to an inconspicuous house in the middle of the town. He was fortunate enough to be again not at home when the strong combination of spy and gunner reduced the residence to ruins with a few well-directed shots; but this time, instead of seeking another dwelling-place, he surrendered to the King's forces.

From Taif I came down to Jeddah through the great barrier of hills, passing at a short distance north of

Mecca. Near Bahra I came again, after 700 miles of desert travelling, into contact with civilisation in the shape of the single telegraph line which connects the Holy City with its seaport.

The ruins of the fort of Bahra tell their own tale of the war, for the place was bombarded and captured by the King of Hedjaz shortly before he entered Mecca itself.

At length a thin blue streak on the horizon gladdened our weary eyes; before us lay the sea, which many of my companions had never seen before; and soon the coral mansions of Jeddah rose out of the haze before us and our journey was done.

We stood before the tomb of the mother of the human race; for, according to an old tradition, it was here that Eve, having walked across the peninsula from the Garden of Eden—which we now call Mesopotamia—died, and was buried in a tomb



THE VISIT OF THE SHAH OF PERSIA TO ENGLAND: THE BEDROOM SET APART FOR HIS IMPERIAL MAJESTY AT BUCKINGHAM PALACE, Photograph by C.N.

nearly one hundred feet in length, over the centre of which stands a domed shrine, which may be visited by those who give alms to the guardian—a woman.

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THE  
PEN THAT FILLS  
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## BOLSHEVISM IN RUSSIA:

WHAT IT REALLY IS.

EVERYONE knows the term "Bolshevist," but how many know what a Bolshevist really is, or what is the attitude towards Bolshevism of those living under the Bolshevist yoke? Many people think of a Bolshevist as an anarchist with a bottle of vodka in one hand and a revolver in the other. Others picture a Bolshevist as a democrat who has struggled for and won his freedom. Both these views are wrong, especially the latter. The one fundamental truth is that Bolshevism is an autocratic tyranny far worse than any tyranny under the Czar's régime. There is no question of democracy or freedom of the individual.

There are three kinds of Bolshevists. Firstly, those who preach the doctrine of Bolshevism, and profess to believe in it; secondly, those who dislike Bolshevism, but are forced to live under the rule of the Bolshevists; and thirdly, those whose intellect does not permit them to understand the theory of Bolshevism, but who were persuaded by the first kind of Bolshevists mentioned above that their lot would be a better one under the Bolshevist rule than it had been under the old régime. We will now deal with each of the three classes individually.

The first kind are mainly the Jews, the Commissars, and members of the Soviet councils. These men find Bolshevism a most lucrative business. They have control of all the funds mulcted from the unfortunate lower classes,

and from the *bourgeoisie*, or intelligent class, who are unfortunate enough to find themselves under the Bolshevist rule. The revolutionary tribunals have the power to impose heavy fines on all so-called offenders, most of which finds its way into the pockets of those who are lucky enough to be members of a tribunal. A colossal system of bribery is also another source of income to all in an official position. Immunity from arrest and molesta-

out of it, but also to acquire the necessities of life in a country which is already in a state of famine. Class "A" is by far the smallest class.

The second class is the one for which one has the most sympathy. This class is composed almost entirely of educated people. They live in constant fear of arrest, followed by torture and death. What little money they have saved from the Revolution is taken from them by taxation aimed at their class, and frequently by forced contributions. The food ration of the *bourgeoisie* has been fixed by law at half that of the workmen and peasants. They have to see their relations and friends imprisoned, tortured, and murdered, never knowing when their turn may come. This class consists largely of officers of the old régime who are forced against their will to fight for the Bolshevists against their own brothers. Many of the wives and families of the officers and men serving in the anti-Bolshevist armies are amongst this class. They are penniless, and left as a defenceless prey to Bolshevist brutality. One can almost say that the majority of the wives and families of the officers serving in the anti-Bolshevist armies have been left behind in the hands of the Bolshevists. In the first days when the irresistible tide of the Revolution swept over Russia, there was no time or means to get the family away, and the Russian women, with the wonderful patriotism which is born in them, preferred that the man should go, since he was most necessary to his country to fight her internal enemies. Can we imagine anything

(Continued overleaf.)



THE SHAH'S VISIT TO HIS EXILED FATHER AT PRINKIPO: A FILIAL ACT ON HIS JOURNEY TO EUROPE.

The Shah of Persia, who recently arrived in this country after a visit to France, took the opportunity on his journey westward to see his exiled father, the ex-Shah Mahomed Ali, who is living at Prinkipo. Mahomed Ali lost his throne in 1909, owing to his attempt to abolish the new Constitution and regain absolutism. The present Shah, Ahmed (then aged 12), who was much attached to his father, was then proclaimed, and ruled under a Regency till July 21, 1914, when his Coronation took place. In the above photograph he is seen on the left (with back to the camera) about to ascend a flight of steps.

Photograph by C.N.

tion can be bought at a high price from the local commissar. The above explains the attitude of the first kind towards Bolshevism. Pure self-interest prompts them to be Bolshevists. It is impossible that any intelligent person can believe in the theory or practice of Bolshevism. But being an ardent supporter is a very lucrative profession. Not only are they able to make money

behind in the hands of the Bolshevists. In the first days when the irresistible tide of the Revolution swept over Russia, there was no time or means to get the family away, and the Russian women, with the wonderful patriotism which is born in them, preferred that the man should go, since he was most necessary to his country to fight her internal enemies. Can we imagine anything

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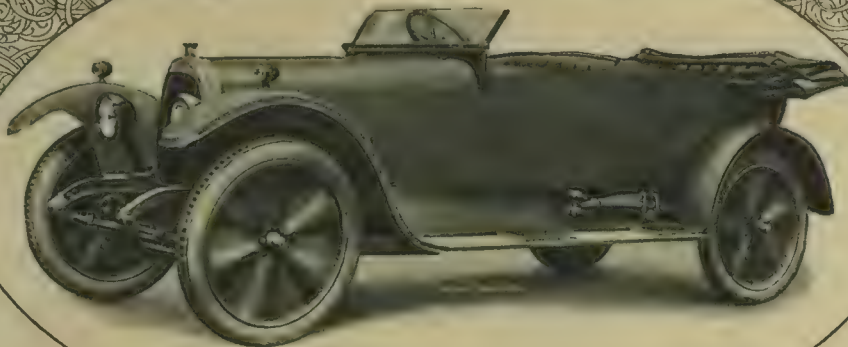
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DeLuxe

## BRIEF SPECIFICATION

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4-cylinder Monobloc 76 x 127. R.A.C. rating, 14.2 h.p. Detachable cylinder head. Engine, clutch, gear-box and control gear is assembled as one complete unit, removeable from chassis without individual part dismantling.

### CRANKSHAFT.

Solid drop forging having three bearings. Drilled for forced lubrication.

### PISTON.

"Ricardo" slipper type.

### IGNITION.

High-tension magneto.

### LUBRICATION.

Pressure-feed type, drawn and circulated through strainer from sump by pump, through external filter to main bearings.

### COOLING.

Thermo syphon.

### CLUTCH.

"Ferodo" faced cone clutch.

### GEAR BOX.

Three forward speeds and reverse.

### TRANSMISSION.

By cardan shaft, universal joint at gear-box end, both enclosed in Torque tube.

### FRONT AXLE.

"H" section stamping. Mud and dust proof roller bearings.

### REAR AXLE.

Self-lubricating, with ball or roller bearings throughout, mud and dust proof.

### STEERING.

Worm and sector.

### BRAKES.

Both rear wheels. Internal expanding.

### SPRINGING.

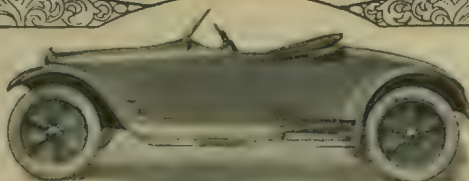
Semi-elliptical front, cantilever rear.

### WHEELS.

5 detachable disc wheels with 815 x 105 tyres.

### EQUIPMENT.

Lucas Electric starter and lighting: hood, windscreen, etc., etc.



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### Mr. S. F. EDGE, in the *Auto*, October 23rd, 1919.

"I really cannot remember a more satisfactory ride in a car, of no matter what wheel-base or price. It was emphatically the sweetest-running and best-sprung car, judged from the rear seat, in which ever I have been driven. Its suspension was a revelation.

"This car is a real competitor with the best examples of value for money which America or any other country, can send us, and I confidently look forward to seeing it do a great deal to rehabilitate British motor engineering in the opinion of buyers overseas."



### *Motor*, May 20th, 1919.

"We were definitely pleased with our first experience of the Angus-Sanderson car. From start to finish it is a first-rate production. There is no doubt about the matter. It is not a question of opinion. The car is a good one—a particularly good one. Smooth, silent, fast, comfortable, handsome, economical, lively and easy to handle—there it is in so many words. From every standpoint, our practical experience confirms our initial deductions. The Angus-Sanderson car is a hit—and a palpable hit."

Sir Wm. Angus.  
Sanderson & Co  
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*Continued.*  
more awful than the agony of mind of these unfortunate men fighting day after day, and enduring the hardships of a winter campaign in Russia, not knowing whether their women and children have been murdered, or are starving, or what their fate has been! Most of the officers serving in the armies of Admiral Koltchak and General Denikin have had no news of their families for two years or more.

It is a well-known fact that many Russian officers of the old régime have acted as cleaners in the streets of Petrograd and Moscow to earn their living, preferring any work, however menial, rather than fight against their own kith and kin. In fact, the lot of the unfortunate educated person, or person of gentle birth, who is forced to live under the Bolshevik régime, is one of the greatest tragedies the world has ever seen. It is unnecessary to dwell further on their sufferings, or to discuss their attitude towards Bolshevism; one can only pray that the day may not be far distant when they will be delivered from their terrible position, and that one could be present to witness their joy when that day comes.

We now come to the third and last kind of Bolshevik, the uneducated workman and peasant. People in England don't seem to realise the state of civilisation of the Russian lower classes. They are about one hundred years behind the Englishman of the same class.

They don't believe in the theory of Bolshevism, for the very good reason they could not possibly understand it. One may well ask: What, then, is their attitude to Bolshevism? In order to understand this, we must go back one moment to Class "A." These voluble scoundrels told the workmen and peasants, who had certain grievances, that they were oppressed and driven to fight ill-equipped, in order to please the capitalists. Their plausible propaganda not only laid emphasis on their sufferings under the régime of the Czar, but also made them specious promises of a Millennium which they would enjoy under the rule of the Bolsheviks. One must realise that the Russian peasant and workman,



THE ITALIAN CHIEF OF THE GENERAL STAFF AT CAMBRIDGE:  
AFTER RECEIVING THE DEGREE OF LL.D.

Honorary degrees of LL.D. were conferred on General Diaz and Mr. J. Pierpont Morgan last week, at Cambridge University. The recipients had a great reception. At the same time, the honorary degree of M.A. was conferred on Capt. Eric J. A. Fullerton, D.S.O., R.N., a son-in-law of Lord Fisher, who is in charge of the naval contingent now in Cambridge.—[Photograph by G.N.]



CANVASSING UP TO DATE, IN FRANCE: A MOTOR-BUS AS TRAVELLING ELECTIONEERING-PLATFORM.  
M. Beineix, the prospective candidate for Courçon (Charente Inférieure), is canvassing with the aid of the motor-bus shown, which he uses as a travelling electioneering-platform. He is seen giving an address.—[Photograph by Photopress.]

owing to his lack of education, will be a partisan of any party who will provide him with the necessities of life cheaply and plentifully. In fact, life to him means food, clothing, and fuel. It is interesting to note that this Millennium is far from being realised: that, instead of plenty there is famine; instead of the cost of living being cheap, it has increased by several hundred per cent.; and that the peasant is still being driven to fight against his will, not now to please the Czar, but a still greater tyrant—the Jew. At last he has realised this, and many other things in addition. The Russian by nature is intensely religious; the Bolsheviks have done away with religion, and an altar to liberty with a workman and peasant on either side has been set up in Petrograd. In fact, the Russian peasant now feels he is out of the frying-pan into the fire, and that the fire is hotter than the frying-pan ever was. In a word, he is heartily sick of the Bolsheviks; this is proved by the number of revolutions which are continually breaking out behind the Bolshevik front, and by the intense joy the peasants express when delivered by the anti-Bolshevik armies. If a leader were forthcoming, Bronstein-Trotsky and his gang would have short shrift.

In a society where all law and order has ceased to exist, there is considerable scope for unscrupulous individuals to make themselves rich by preying on their neighbours. The Jew commissars and the Bolshevik leaders know and realise that in this class of person are to be found the staunchest supporters of Bolshevism. Another fact worthy of note, and which goes to support the theory that the Russian peasant is not a Bolshevik at heart, is that in the territories reclaimed from the Bolsheviks by the anti-Bolshevik forces this summer, there has been very little unrest, because their policy is not recrimination, but, by organising the supply of the necessities of life, to make them much happier than when under the Bolshevik régime. Therefore, it is of vital importance that the inhabitants should be supplied with the necessities of life during the coming winter.

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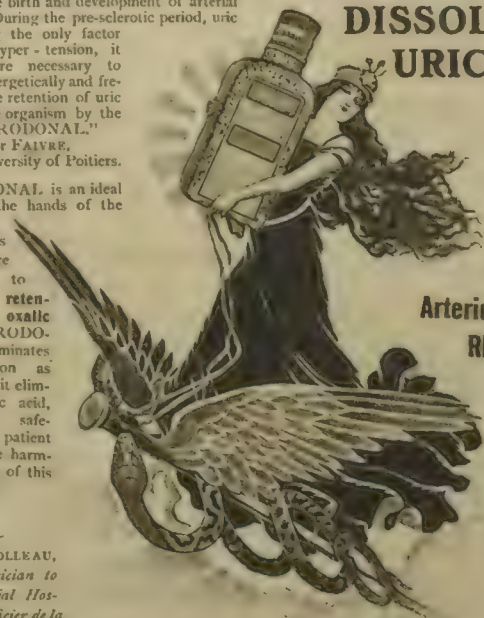
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Late Physician to the Colonial Hospitals. Officier de la Légion d'Honneur.

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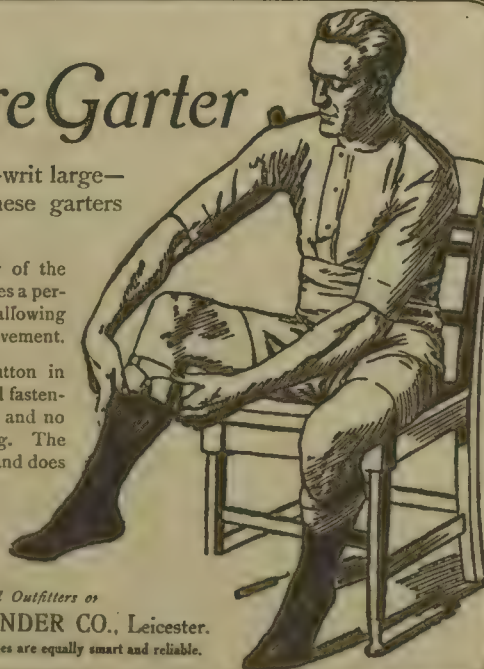
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## THE PLAYHOUSES.

## "SUMMERTIME," AT THE ROYALTY.

IF we must have plays in the theatre that have nothing to do with life, and merely trifle pleasantly with the countryside and youth and bachelorism and sentiment, then Mr. Louis Parker's entertainment, "Summertime," will do as well as any of its sort. What does it matter that in the Devonshire of this ingenious dramatist even the rustics get nowhere near your real Devonshire accent? Devon is a mere label here standing for an idealised rural England, over the beauties of which the Australian heroine can go into raptures. Who would quarrel with the symmetry of the scheme which makes a ridiculous bachelor engage himself to a trio of girls in identical love-letters, and find them established as land-girls in the quarters in which he has sought peace accompanied by three other sham-misogynist bachelors? With Silvia from Australia riding up on her motor-bicycle, do we not get a complete quadrille set, the heroine acting as mistress of ceremonies and contriving the neatest patterns of partnership in this old-world corner of the Old Country? Throw in a buxom, loquacious housekeeper and her husband and their lively kitchen-wench, to give the local colouring in a house styled Rosemoor, and your pretty little piece of artificiality is complete, fortunately permitting of some easy-going acting for Mr. Aubrey Smith as the bachelor-in-chief; some genial humour for Miss Mary Brough, the housekeeper; and the lightest of light-comedy opportunities, deliciously taken, for Miss Fay Compton as Silvia; while the rest of an excellent cast gyrate round these principals in appropriately measured movements. "Summertime" will admirably suit playgoers who want to get away from reality, and there are many of them, no doubt, in these days, when reality does not, as a rule, make for light-heartedness. It is surely better, most people will agree, to be imaginative and cheerful than strictly and gloomily true to life. The audience at the first night of "Summertime" certainly seemed to think so.

An inspection of the new works of Messrs. Aitchison and Co., Ltd., proves that this firm, at all events, have nothing to fear from German competition, and never had. Their prismatic binoculars represent the last word in scientific precision and perfect workmanship, and it will be welcome news to many to hear that the firm are now freed from their war contracts and are in a position to supply the public as usual.

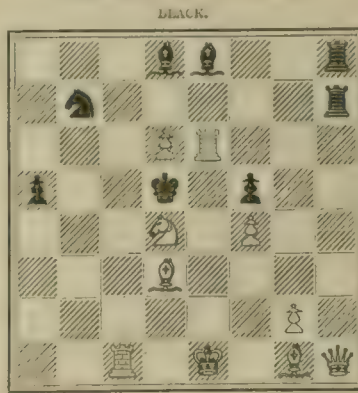
## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM No. 3821.—By A. W. LUYENDYK.

WHITE. BLACK.  
1. R to B 5th. Any move.  
2. Mates accordingly.

PROBLEM No. 3823.—By A. M. SPARKER.



White to play, and mate in two moves.

CORRECT SOLUTIONS OF PROBLEM No. 3821 received from E M Lane (Clapham), T Pratley (Gillingham), James B Beresford (Chapel-en-le-Frith), Leon Rykaki (Belfast), G Stillingfleet Johnson (Seaford), G Foster (Epsom), P Cooper (Clapham), J Fowler, Joseph Wilcock (Southampton), Rev. W Wilkon (Hereford), F S Bridgewater (Brierley Hill), H Cockell (Penge), I Paul Taylor, Jas. C Gemmell (Campheltown), C A P, Jas. T Palmer (Church), A H H (Bath), C H Watson (Masham), M J F Crewell (Tulse Hill), Th. Bjørnstad (Norway), J S Forbes (Brighton), W Strangman Hill (Palmerston), and E J Gibbs (Upton Manor).

II F MARKER (Porbandar, India).—If you carefully analyse the position of No. 3815 you will find the only possible way of explaining it is that Black played on his last move, P from Q B 2nd to Q B 4th. It is impossible in our limited space to give details of the reasoning that leads to this conclusion, but you will find it an exceedingly good and instructive exercise to try to find it for yourself.

JOHN T WILKINSON (Alexandria, Egypt).—Your solution of No. 3818 is correct and duly acknowledged in the usual place. Your method is, unfortunately, not that of the author. Pieces for mere camouflage are not recognised as good style in problem composition.

II B AND ROODEE.—You are quite correct, the problem admits of a second solution. It is curious that only another solver besides yourselves pointed this out.

ERNEST ROBINS (Bexhill-on-Sea).—We had both your problems before us for insertion, but on further consideration at the last moment, we had most reluctantly to cancel our acceptance. The first move in each case was much too powerful, and spoiled the interest in what otherwise were attractive problems.

MRS. W J BAIRD.—Your problem—as always—is very acceptable.

G FOSTER (Granville House, Epsom).—The limit is that a mate must be forced in fifty moves, or the game is drawn.

C WILLING (Philadelphia).—The position you send is a rather remarkable one, of which we hope to make use. It pairs off very well with Sir G Thomas's oversight against Capablanca.

## CHESS IN AMERICA.

Game played between Messrs. Beckman and Brunner in the Victory Tournament of the Correspondence Chess League of America.

(Vienna Game.)

| WHITE<br>(Mr. Beckman.) | BLACK<br>(Mr. Brunner.) | WHITE<br>(Mr. Beckman.)  | BLACK<br>(Mr. Brunner.) |
|-------------------------|-------------------------|--|-------------------------|
| 1. P to K 4th           | P to K 4th              | 18. Q to R 5th (ch), etc., keeping the Queen on the right side of the board. |                         |
| 2. Kt to Q B 3rd        | Kt to K B 3rd           |  |                         |
| 3. B to B 4th           | Kt to B 3rd             |  |                         |
| 4. P to Q 3rd           | B to Kt 5th             |  |                         |
| 5. K Kt to K 2nd        | P to Q 4th              |  |                         |
| 6. P takes P            | Kt takes P              |  |                         |
| 7. Castles              | B to K 3rd              |  |                         |
| 8. Kt takes Kt          | B takes Kt              |  |                         |
| 9. B takes B            |                         |  |                         |

Although the exchanges are all in Black's favour, as they leave his game better developed, White's position is by no means compromised.

9. Q takes B  
10. P to Q B 3rd

This, however, is distinctly to his disadvantage, as the Queen's Pawn is left very weak, and its defence hampers him for the rest of the play.

10. B to Q B 4th  
11. P to Q Kt 4th  
12. P to K B 4th  
13. P takes P  
14. P to B 4th  
15. P to Kt 5th  
16. B to Kt 2nd  
17. Q to Kt 3rd

A move which takes the Queen at a critical moment to the farthest point from where it is most wanted cannot possibly be a good one. There is not much to choose from, we admit, but on the whole Kt to B sq seems best. If then 17. — Kt to K 6th,

Calculating that whatever Black did he must lose two pieces for a Rook. The combination, however, is an unsound one as Black brilliantly proves. 23. B takes B met by Q takes B would bring about an interesting position, with a slight balance in favour of Black.

23. B takes B  
24. P takes Q  
25. K to Kt sq  
26. K to B 2nd

Forced, as is also the next move. The net result is that White has had to give both Rooks and a Bishop for the adverse Queen and has lost the game as well. It will be noticed that his own Queen has been quite out of action since his 17th move.

B takes R  
Q R to K sq  
Kt to R 5th  
R P takes P  
K R takes Kt  
White resigns

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"But your boots are very dirty. Here are your blisters."

"Right," taking off his boots.

"Look, my socks are as dry as a bone, and my feet are, I can tell you, as warm as toast."

"How do you account for it?"

"I can't account for it, and,

frankly, I hardly believed the boots were waterproof when I bought them last week, though the man that sold them wanted to bet me a sovereign they were."

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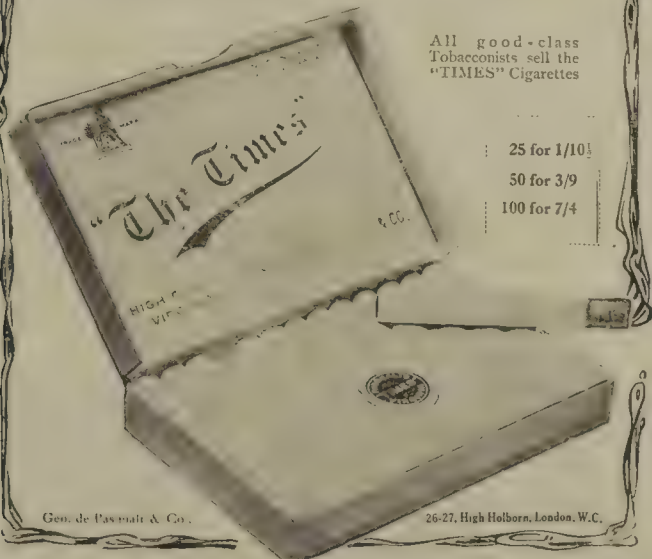
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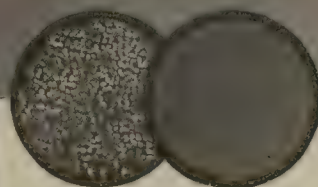
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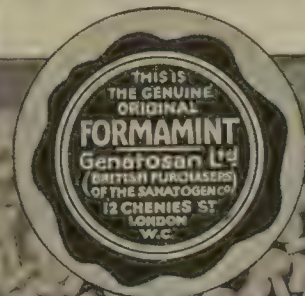
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## LITERATURE.

"Sportsmen Parsons." Mrs. Stuart Menzies, we can fancy, did some pondering before deciding on her title, "Sportsmen Parsons" (Hutchinson). For the theme of a section of her book



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This is Professor Emil Dopler's design, said to have been approved by the German Government, for the new coat-of-arms of the German Republic. It has been criticised as too reminiscent of the old emblem of Imperialism and rapacity.—[Photograph by C.N.]

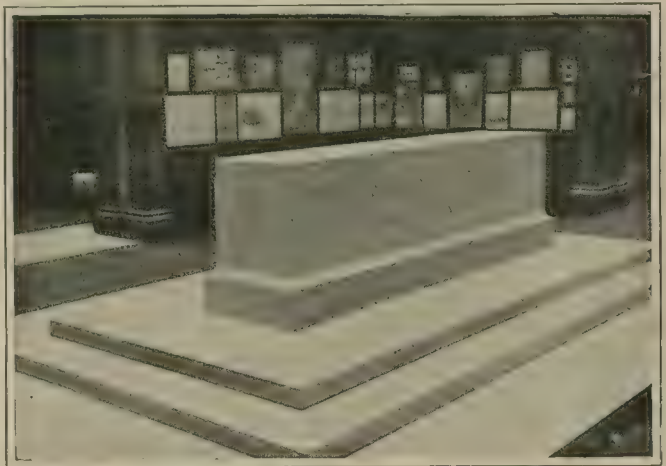
is our old friend "the sporting parson." One sifter for her gallery dislikes that term, and prefers to be called a "sportsman cleric." Of another, a somewhat traditional figure, "parson sportsman" would be the better description. And, in view of the many New Elizabethans finding honourable mention in her pages, the really comprehensive though too daring title for her volume would have been "Parsons Who have been Sports." Perhaps it had been wiser in the author to have drawn a distinct line between her parsons in peace and her parsons in war. Her attempt to prove the latter heirs to the former is not very

convincing. But although not a very clear thinker, Mrs. Stuart Menzies is an exceedingly warm-hearted writer, and, having numbered among her friends and acquaintances many excellent types of the transition, she has done admirably in recording their virtues. Some of these are still living, and we could not desire more attractive portraiture. Naturally, the famous Rev. Jack Russell is limned at full length as a type of an older order than theirs; and his friend the Rev. John Froude—in many respects a contrast to him—has, if we mistake not, appeared already under a thin disguise in fiction, thereby helping to fix (popularly, and it may be erroneously) certain characteristics of the sporting parson of earlier days.

Even Froude and Russell just missed being born in the nineteenth century, so that they came at the very end of the eighteenth-century tradition of the "sporting parson." Their youth was spent in the period of George Eliot's earlier novels. They represented a condition of society in the country places which were still unaffected by changes already manifest in the towns. The author here attempts nothing historical, and has no thought of finding the reflection of greater revolutions in the lives of her parsons. But for anyone who later on may essay a larger and more significant survey, the material to be found in her pages on such examples as the Rev. Evelyn Burnaby, the Rev. Cecil Legard, or the Rev. E. Chard will be quite useful. It is delightful reading meanwhile. The other main section of this volume—there are interludes in it when Charles Kingsley and Dean Hole and one or two others make rather incongruous appearances—is taken up with parsons who have proved themselves "sportsmen" in a different sense in the war. The Rev. Rupert Inglis, the Rector of Fittenden, Captain the

Rev. William Benton, the Rev. Maurice Peel, the Rev. Briggs Gooderham (curate at Crouch End), Lieutenant-Colonel the Rev. Percy William Beresford (of Westminster and the London Regiment)—all of whom gave up their lives—and the Revs. W. F. Addison, V.C., H. A. Hall, Mazzini Tron, and Major William Mackenzie (Salvation Army Chaplain to the Australian troops) are among this gallant company whom Mrs. Stuart Menzies has done well to commemorate.

It is announced by the London, Brighton and South Coast Railway that seats may now be reserved in the Pullman Cars of the trains leaving Victoria at 10 a.m., and Newhaven Harbour at 5.35 p.m., every day, in connection with the Continental services, via Newhaven and Dieppe. Application should be made to the Station Superintendent at Victoria, or Newhaven Harbour, or to the Continental Traffic Office, L.B. and S.C.R., Victoria, S.W.1.



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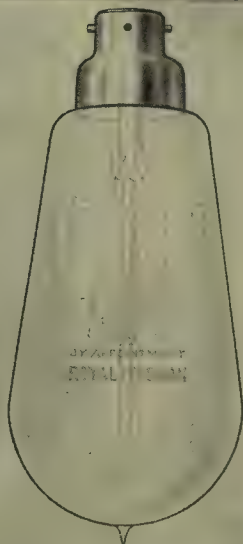
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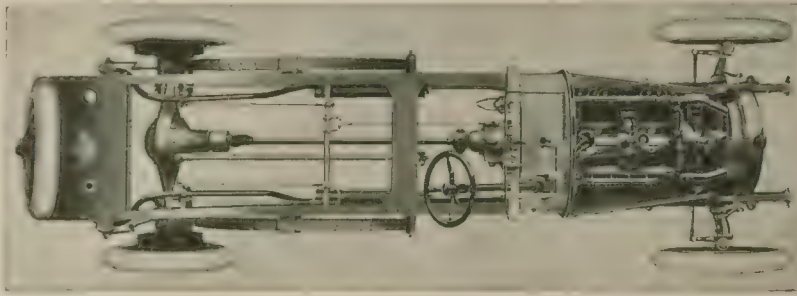
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Cadillac and  
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IN PLAN VIEW: THE CHASSIS OF THE EIGHT-CYLINDER 1920 DARRACQ.

## Avon Tyres.

In the Tyre and Wheel Annexe the Avon India Rubber Company exhibit a complete range of their well-known tyres and accessories. Notable among these is the "Sunstone Special" pattern anti-skid tyre, one of the most effective covers of its type. Then there are tyres of the square-tread and steel-studded patterns, as well as a wide range of tyres for cycle-cars and light cars, and tubes of all sizes. The long line of repair sundries, including Avon "Kurkut" for stopping

cuts in covers, and the Avon tyre-liner, are well worth seeing.

**Peugeots Again.** Although the famous firm of Peugeot have no long string of racing successes to point to as a result of activity during the interval since the last Show, their exhibit will undoubtedly cause as much interest as ever. Their productions have ever been right up in the front rank, and a hasty inspection of the new models convinces that their war experience has led to a marked improvement in practice. They are displaying three models. These are an 11-h.p. chassis, with motor of 65-by-105 mm. bore and stroke; a 16-h.p. model, 82-by-130 mm.; and a six-cylinder car whose motor has a bore and stroke of 95-by-140 mm.

Wolseleys'  
New Cars.

The new Wolseley models comprise a complete

range of motor carriages for every purpose, from the handy run-about to the six-seater town carriage. They are made in three models: The "Ten" (four-cylinder), the "Fifteen" (four-cylinder), and the "Twenty" (six-cylinder). The policy of the Wolseley Company has been to produce complete cars to meet all reasonable demands, fully equipped and ready for the road. Every really necessary accessory is there, including electric starting and lighting; and the motorist who secures one of the new "Wolseley" models will find it quite unnecessary to order "extras."

(Continued overleaf.)

## To Landowners &amp; Estate Agents

**WANTED** to purchase in large or small quantities, standing or felled, all Poplars (except Lombardy) also Lime and Alder. Trees must be clean, straight, and plantation grown, and of the following dimensions: maximum 18 to 20 ins. diameter under bark, breast high, minimum 10 ins. diameter breast high, under bark. Settlement prompt cash.

Replies to J. H., Illustrated London News & Sketch, Ltd., 167, Strand, W.C. 2.

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The HAIR GROWER

Mr. Geo. R. Sims' discovery 1/3, 2/9, 4/6

## BEFORE RETIRING



gently massage your face, neck and arms with Ven-Yusa. This oxygen beautifier will work in the skin's pores whilst you sleep, and its softening, refreshing, and tonic influence will be clearly visible next morning.

Ven-Yusa brings benefits that cannot be secured by any other means. Make a habit of using it daily—morning, noon, and night.

**VEN-YUSA**  
The Oxygen Cream.

1/- per jar, of all Chemists, &c. or from C. E. Fulford, Ltd, Leeds  
Also at Sydney, Toronto, Cape Town, Calcutta, Colombo.

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ALMOST faster than you can spread it, comes the demand for more Bread and Karo, please.

Karo is so delicately delicious in flavour, so satisfying as a food, that you can happily forget the shortage of butter or jam.

On puddings and porridge Karo is as popular with grown-ups as with youngsters. And what a saving of milk and sugar!

Truly a food for every meal—the sweet food with the flavour that never cloy.

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GLASGOW: GORDON CHAMBERS. MANCHESTER: PRODUCE EXCHANGE.

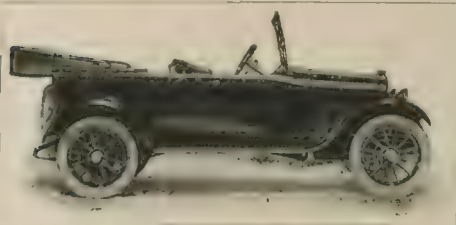
*Karo is pure, wholesome, nutritious. It gives the warmth and energy of sugar in more digestible form. Of a wonderfully delicate flavour and consistency, Karo makes tarts, ginger-bread, and sweets that no one can resist.*





Continued.

The "Ten" has been evolved from the popular "Stellite" car, which it is intended to supersede. The engine is of entirely new design, based on four years' war experience in internal-combustion engine construction. It has four cylinders, 2.9-16 in. bore by 3½ in. stroke, developing over 20-h.p., and has a high degree of flexibility. The chassis is fitted with detachable wheels with 700-by-90 mm. tyres; and the springing is on the same lines as that of the "Stellite." The electric lighting and starting equipment has been specially designed for the car. Three types of body are listed: a two-seater with dickey seat, a three-seater of the clover-leaf type, and a two-seater coupé. The upholstery is of the best leather, and the finish is of the highest grade. No attempt has been made



THE OWNER-DRIVER'S 1920 MAXWELL: AN UP-TO-DATE TOURING CAR.

to build this car down to a price, and every refinement possible on a 10-h.p. car has been introduced.

The "Fifteen" is a model of entirely new design. Wolseley cars have always had a great reputation for

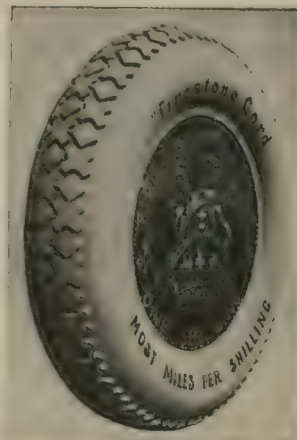
reliability, but the makers believe that in this new model they have produced a car which will, in addition, have a performance second to none. The makers have patented a new carburettor (fitted to this and the 20-h.p. model) which has occasionally exceeded thirty miles to the gallon, and has maintained under normal running conditions an average of twenty-five miles per gallon, on Grade III. petrol. The engine is of the four-cylinder type, 3.1-8 in. bore by 5.1-8 in. stroke, and is of entirely new design, with overhead valves. The engine develops over 40-h.p. on the bench, and maintains an even torque over a considerable range of speed. Ignition is by battery; and the electric starting and lighting equipment has been specially designed for the car by the British Lighting and Ignition Company, Ltd. The gear-box, the clutch, and the back axle follow the practice of the highly successful Wolseley 10-20 h.p. The wheels are detachable, with 8.15-by-10.5 mm. tyres. Two types of body are fitted, both of which are of particularly attractive appearance, embodying the most modern form of streamline effect. One of these is a four-seater touring-car, and the other a four-seater inside-driving saloon.

The "Twenty"—a new six-cylinder model—has been designed to provide the Wolseley *de luxe* carriage, replacing the former 24-30-h.p. type. The construction of the chassis follows the lines of previous cars, but every detail has been overhauled with a view to its improvement. The six cylinders are 3.1-8 in. bore by 5.1-8 in. stroke; and the wheels are of the detachable wire type, fitted with 8.20-by-13.5 mm. tyres. Four types of carriage body are fitted: a touring-car *de luxe*, a six-seater landaulette, a six-seater limousine, and a two-seater coupé. Electric starting and lighting are provided, and the equipment comprises every reasonable requirement. A tyre-pump is embodied in the

engine; and duplicate sets of ignition are fitted.

Wood-Milne and Spencer-Moulton.

At Stands Nos. 175 and 196, in the Tyre and Wheel Section on the ground floor annexe, are to be seen many interesting exhibits of the recently amalgamated firms of Wood-Milne, Ltd., and George Spencer, Moulton, and Co., Ltd. Wood-Milne tyre exhibits include their well-known "Guvrib," "Steel-Studded," and "Square-Tread" covers, and their respective tubes; in use, these guarantee to the motorist the maximum of comfort, mileage, and economy. Then there is the Wood-Milne foot-pump, designed, of course, primarily for the motorist's convenience. The old-established rubber firm George Spencer, Moulton, and Co., Ltd., is well to the fore with those tried and trusted friends of the motorist, their "Three-Ribbed," "Steel-Studded," and "Plain-Square" [Continued overleaf.]



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**MOONLIGHT**

When the old Moon smiles  
these nights you can't help  
smiling back. For Moonlight  
no longer betokens the possible  
visit of "Gothas" and "Zepps."  
No sudden bursting of maroons,  
or howling of syrens. No waiting  
in suspense for "All Clear!"

No! these are glorious, peaceful  
nights—nights that beckon you out of  
doors for long, fresh bracing spins on  
the eager car—with its safe and  
speedy **CLINCHER TYRES**.

North British  
**CLINCHER**  
TRADE MARK  
Motor TYRES  
The North British Rubber Co., Ltd.

*Meet us at the Motor Show—Stand 193.*



*Continued.*  
covers, with tubes to fit. Although the amalgamation referred to above has only been in existence a few months, the increase in business under the new management is most gratifying, and augurs well for the future.

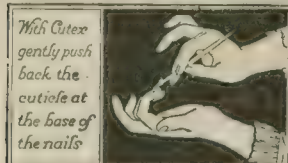
**The Overland Model "Four."**  
The accusation formerly made against motor-car manufacturers that they experimented at the expense of the purchaser on account of their habit of only producing a new model at the last moment, and thereby being unable to give the necessary exhaustive road-tests, has become now a matter of the past, and few reputable makers would think of bringing forward a new model without having subjected it to reasonable road tests. No maker, however, can claim to have put his new car through more complete tests than can the Willys-Overland Company in regard to the new Overland Model "Four," which is making its first appearance at the Olympia Show on Stand No. 40. For over two years this new car has been incessantly tested, and the company conservatively states that the official tests have covered a greater distance than 250,000 miles. Over a year ago I remember reading an

account of a test whereby twenty of these cars were run from the Atlantic to the Pacific Coast under the closest inspection, and a run of this sort, whereby the same car has been operated one day at sea level, a week later at an altitude of 5000 feet, at one time in snow, at another time on the burning desert, has served to subject these cars to a thorough, searching test which could hardly be accomplished in five years of normal running. While the ordinary purchaser may reasonably consider that he is not likely to subject his own car to such unusual and abnormal tests, yet it is very satisfactory to know that the car has come through such experiences, and that any small adjustments which may have been considered advisable, as the result, have been embodied in the car which now makes its first public appearance. No one, I think, will criticise my judgment when I say that the Overland Model "Four" is one of the most outstanding and remarkable cars at Olympia.

**Barker Coachwork.** Among the exhibits on Messrs. Barker's Stand is a Rolls-Royce car fitted with a saloon-limousine body, built to the order of H.R.H. the Prince of Wales, and is of the domed-back type. The car

is painted blue with black mouldings picked out in fine lines of silver grey. The mountings are nickel-plated, and the Dunlop wire wheels and two spare wheels are fitted with a set of Barker wheel-discs. The interior is upholstered in blue cloth and lace. The doors are all provided with pockets, and a receptacle is provided between the extra seats for small parcels, etc. The polished instrument-board is provided with a speedometer and a clock with illuminated dials, gauges, electric cigar-lighter, etc., and a cabinet is fitted under the scuttle. The car is provided with Klaxon and Boa horns, and a folding luggage-grid is fitted to the rear. There is also shown a Rolls-Royce torpedo car for the Queen of Roumania, and a very handsomely fitted "Salamanca" cabriolet.

**A Correction.** In *The Illustrated London News* of Oct. 25, there appeared an illustration of a Buick car which was inadvertently described as "One of the New British Cars." This was an obvious error, since the Buick is well known to be an American vehicle. The example illustrated was equipped with a British-built body—hence the mistake.



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It looks silly:  
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*The  
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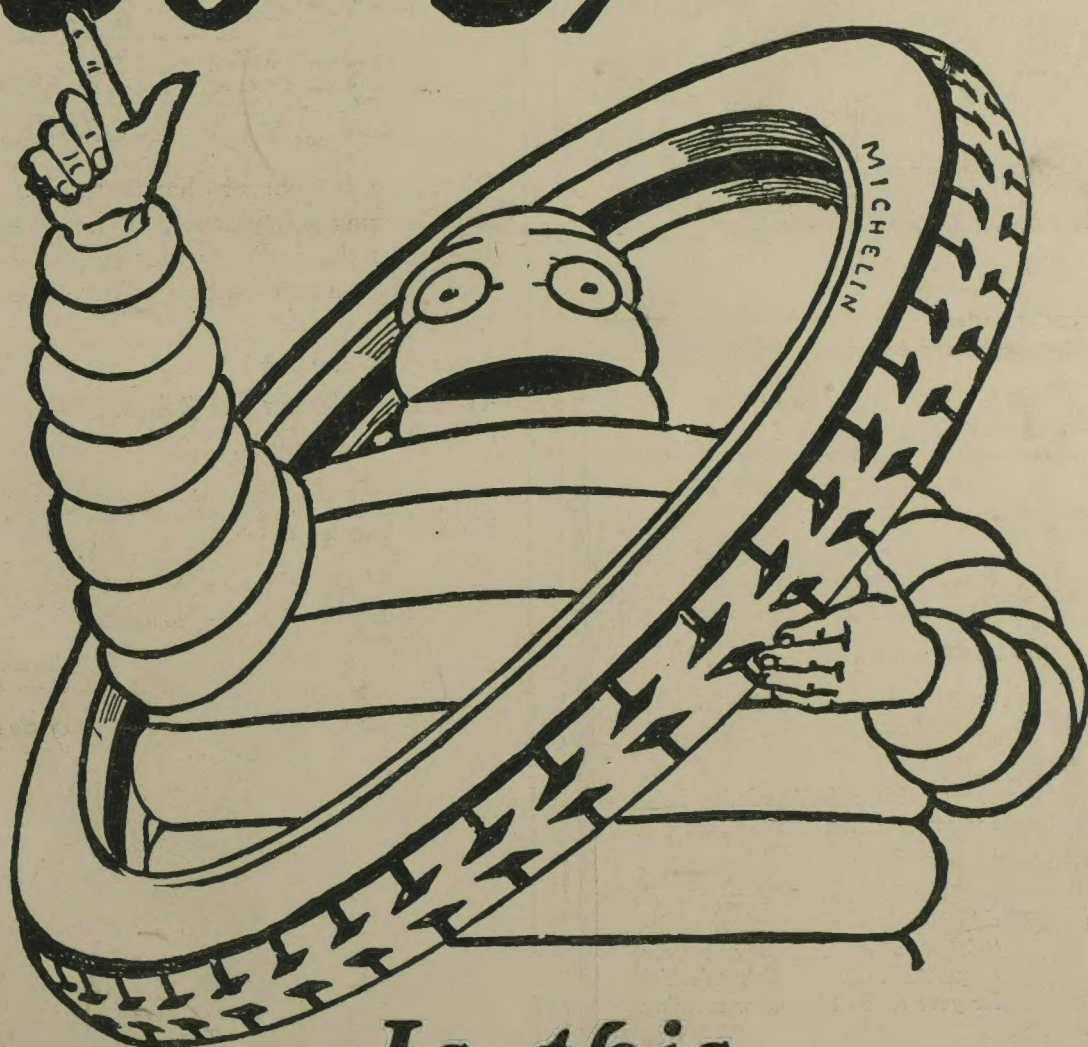
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Your Size ?*

Ask your dealer regarding their quality.





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BY APPOINTMENT  
ROYAL EDISWAN

THE LIGHT OF  
OTHER DAYS  
WAS POOR INDEED  
IN COMPARISON WITH  
THE BRILLIANCE OF  
MODERN LAMPS  
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**COLGATE'S**  
SHAVING STICK  
gives comfort during  
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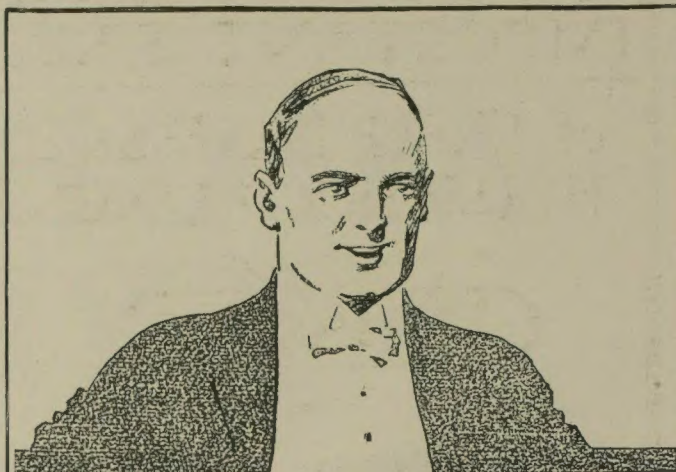
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I propose a vote of thanks to this, the only  
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It enables the ordinary user to give himself the  
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no taking apart.

Seconded, you say?

Then all in favour say "Aye."

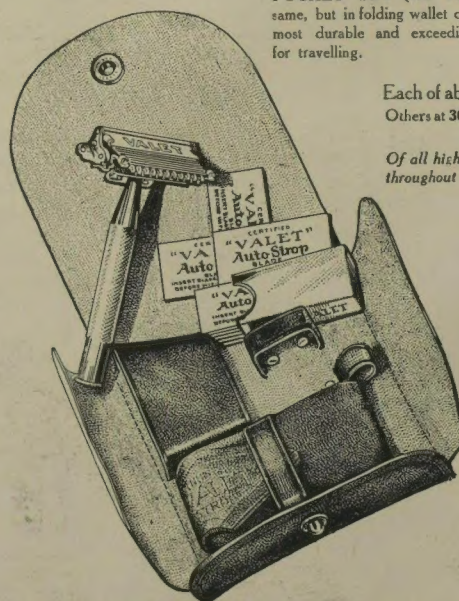
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Safety Razor, twelve finest "Valet" blades, and genuine "Valet" strop, complete in  
handsome case lined velvet and satin.

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same, but in folding wallet case of real hide,  
most durable and exceedingly convenient  
for travelling.

Each of above Sets 21/-  
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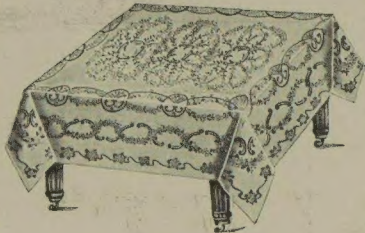
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The Burberry

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A handsome and splendidly protective model that ensures a wealth of comfort under the severest conditions.



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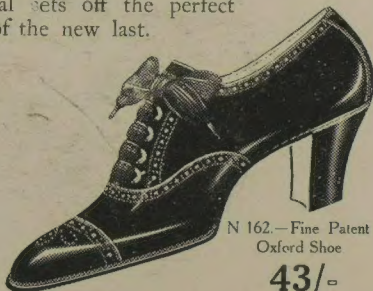
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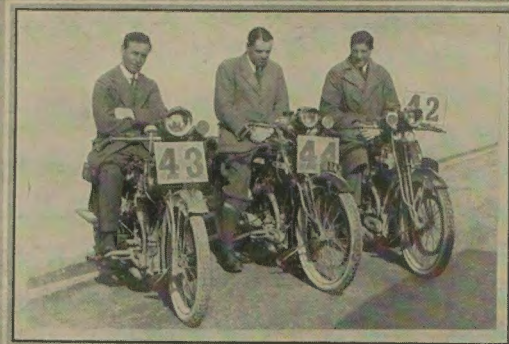
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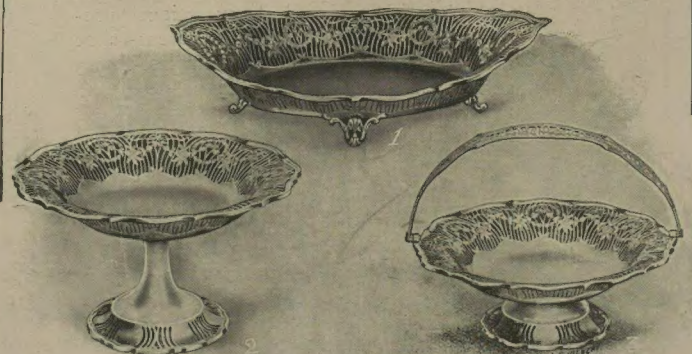
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